

Appendices



Appendix A

Notice of Preparation/Initial
Study/Responses to NOP/
Scoping Meeting Notes





CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING

333 W. Ocean Boulevard, 5th Floor

Long Beach, CA 90802

(562) 570-6191

FAX (562) 570-6610

COMMUNITY & ENVIRONMENTAL PLANNING

Notice of Preparation

TO: Agencies, Organizations and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations

The City of Long Beach is the lead agency under the California Environmental Quality Act (CEQA) in the preparation of the Environmental Impact Report (EIR) for the project identified below. We request the view of your agency as to the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by the City when considering any permits that your agency must issue or for any other approval for the project.

AGENCIES: The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15082(b).

ORGANIZATIONS AND INTERESTED PARTIES: The City requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT TITLE: Seaport Marina

PROJECT LOCATION: The proposed project site consists of 10.9-acres located at the southwest corner of Pacific Coast Highway and E. 2nd Street near the Alamitos Bay Marina in the City of Long Beach. The project site is roughly bounded by 2nd Street to the north, Pacific Coast Highway to the east, a commercial center to the south and Marina Drive to the west. The site is currently developed with urban uses and is mainly occupied by the Seaport Marina Hotel.

PROJECT DESCRIPTION: The project applicant (Lennar Homes of California) is seeking entitlement to redevelop the site with mixed-uses consisting of approximately 425 residential units, and approximately 170,000 square feet of retail development. Demolition of the existing on-site buildings (164,736 square foot Seaport Marina Hotel) would be required to allow for development of the project.

The proposed residential and retail components would be primarily integrated with a mix of retail/commercial uses on the ground floor and residential uses above. Buildings would have a maximum height of 50 feet. The project would be oriented toward the ocean to maximize views and allow for visitor and residential access and linkages to the Marina and other area amenities. The project would be designed to be compatible with surrounding uses.

POTENTIAL ENVIRONMENTAL EFFECTS: The attached Initial Study describes the potential environmental effects of the proposed project. An EIR will be prepared to evaluate the project's potential impacts on the environment and analyze alternatives.

PUBLIC REVIEW PERIOD: The City has determined to make this Notice of Preparation (NOP) and Initial Study available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). The comment period during which the City will receive comments on the proposed Initial Study is:

BEGINNING: Monday, May 16, 2005 ENDING: Wednesday, June 15, 2005 at 4:30pm

RESPONSES AND COMMENTS: Please indicate a contact person for your agency or organization and send your responses and comments to:

Angela Reynolds
Environmental Officer
City of Long Beach
Department of Planning and Building
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Or via E-mail to: Angela_Reynolds@longbeach.gov

SCOPING MEETING: The City will hold a scoping meeting at the date and time listed below. You are welcome to attend and present environmental information that you believe should be addressed in the EIR:

DATE: Wednesday, May 25, 2005

TIME: 6:30pm to 8:30pm

LOCATION: Seal Beach Yacht Club
 255 Marina Drive
 Long Beach, CA 90803

DOCUMENT AVAILABILITY: The NOP and Initial Study are available for public review at the locations listed below during regular business hours:

- www.longbeach.gov/plan/pb/epd/er.asp
- Long Beach Main Library, 101 Pacific Avenue
- Long Beach Bay Shore Neighborhood Library, 195 Bay Shore Avenue
- Long Beach City Hall, 333 W. Ocean Blvd., 7th Floor

If you require additional information please contact Jill Griffiths at (562) 570-6191 or submit questions and comments by fax to (562) 579-6610.

SEAPORT MARINA PROJECT

Initial Study

Prepared for:
Department of Planning and Building
333 West Ocean Boulevard, Seventh Floor
Long Beach, California 980802

May 2005



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SECTION 1

Initial Study

1. **Project Title:** Seaport Marina Project
2. **Lead Agency Name and Address:** City of Long Beach
Department of Planning and Building
333 West Ocean Boulevard, 7th Floor
Long Beach, CA 90802
3. **Contact Person and Phone Number:** Angela Reynolds
Environmental Planning Officer
(562) 570-6357
4. **Project Location:** 6400 East Pacific Coast Highway and
6280 East 2nd Street
5. **Project Sponsor's Name and Address:** Lennar Homes of California
25 Enterprise, Suite 300-Land
Aliso Viejo, CA 92656
6. **General Plan Designation:** LUD No. 7¹
7. **Zoning:** PD-1 (Southeast Area Development
Improvement Plan), Subarea 17²

8. Description of Project:

The applicant, Lennar Homes of California, proposes to construct the Seaport Marina project, a mixed-use commercial and residential development (see Section 2 for detailed description).

9. Surrounding Land Uses and Setting.

The project site is bounded by Pacific Coast Highway to the east, Marina Drive to the west, and 2nd Street to the north. Surrounding uses include a retail center and Mobil gas station to the east, City National Bank to the north, a City-owned parking lot to the west, and retail center to the south.

10. Other public agencies whose approval is required

California Coastal Commission

1 City of Long Beach Department of Planning and Building, *Land Use Element of the Long Beach General Plan*, Revised and reprinted April 1997, page 169.
2 City of Long Beach Department of Planning and Building, *Zoning Ordinance (Title 21 of the City of Long Beach Municipal Code)*, January 4, 2005.

Environmental Factors Potentially Affected

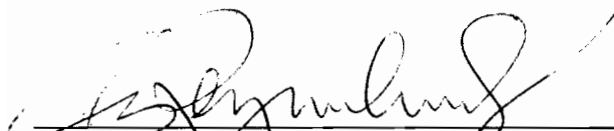
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant With Mitigation Incorporation" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> National Pollution Discharge Elimination System | |
| <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | | |

Determination

(To be completed by Lead Agency) On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☒ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


 Angela Reynolds, Environmental Planning Officer
 City of Long Beach, Department of Planning and Building

May 13, 2005

Date

Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

SECTION 2

Project Description

A. PROJECT LOCATION

The proposed project site consists of 10.9-acres located at the southwest corner of Pacific Coast Highway and E. 2nd Street, in the Marina Pacifica area of the City of Long Beach (see Figure 1). The project site is roughly bounded by 2nd Street to the north, a retail center to the south, Pacific Coast Highway to the east, and Marina Drive to the west. The site is currently developed with urban uses and is mainly occupied by the Seaport Marina Hotel.

The site is located approximately five miles east of Downtown Long Beach and one mile south of the San Diego Freeway (I-405). Vehicular access is provided via an existing system of roadways with direct access from Pacific Coast Highway, 2nd Street and Marina Drive. The project site is designated in the General Plan as LUD No. 7 and Zoned PD-1 (within the Southeast Area Development Improvement Plan, SEADIP), Subarea 17 area of the City.³ The project site is also located within the Coastal Zone.

As shown in Figure 2, the project site is located in an urbanized area with retail, commercial, and industrial uses, which are located along the major roadways bordering the site. Land uses in the vicinity include the Marina Shipyard, Marina Pacifica, The Marketplace, Marina Shores, a Chevron gas station, and City National Bank. Directly west of the project site is the Alamitos Bay Marina. The area along Marina Drive north of 2nd Street is developed with residential uses. Surrounding uses are developed with a mixture of one- to four-story buildings.

B. PROJECT CHARACTERISTICS

The project applicant (Lennar Homes of California) is seeking entitlement to redevelop the site with approximately 425 residential units, and approximately 170,000 square feet of retail development (see Figure 3). Demolition of the existing on-site buildings (164,736 square foot Seaport Marina Hotel) would be required to allow for development of the project.

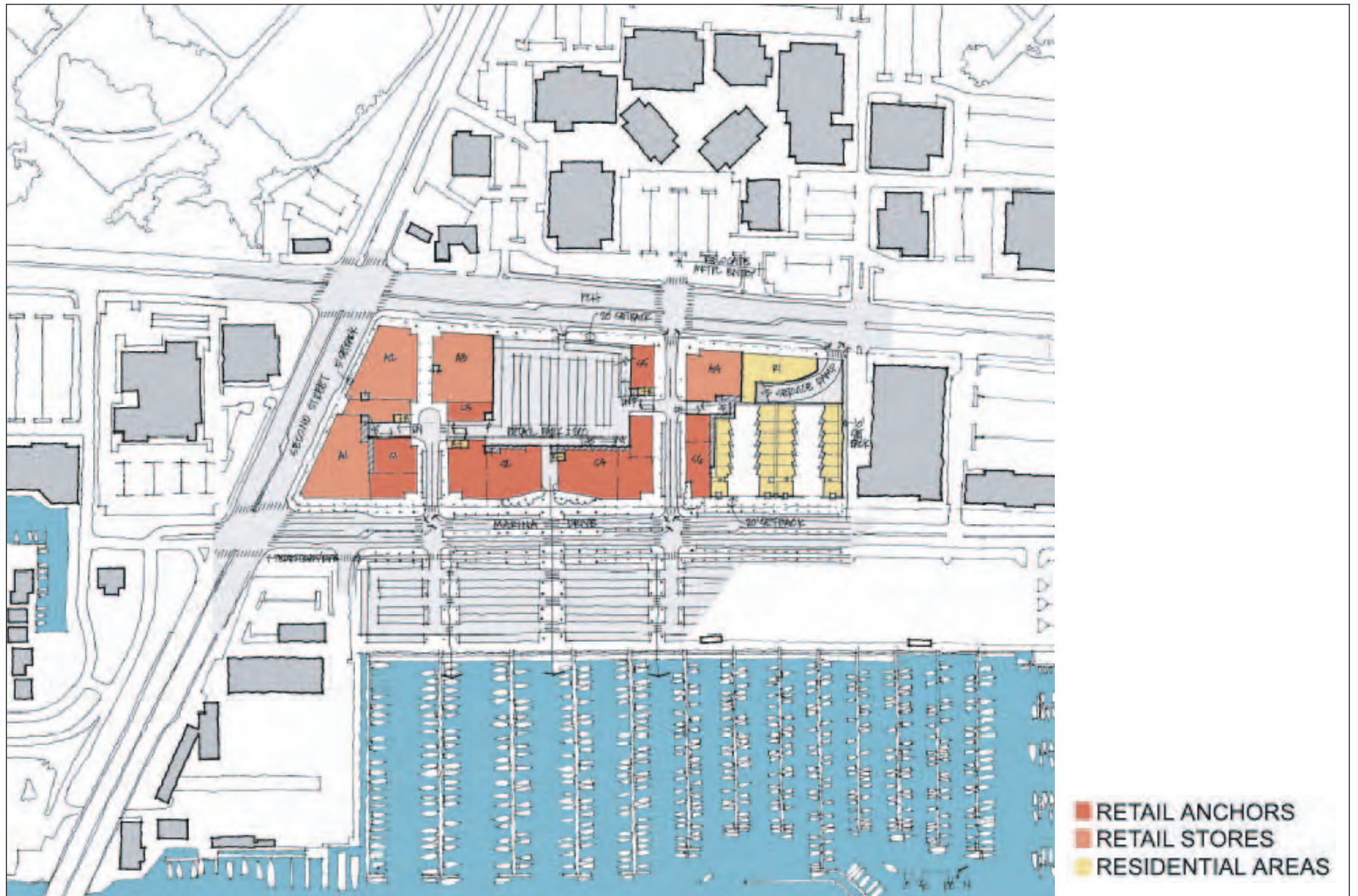
³ City of Long Beach Department of Planning and Building, *Land Use Element of the Long Beach General Plan*, Revised and reprinted April 1997, page 169; City of Long Beach Department of Planning and Building, *Zoning Ordinance (Title 21 of the City of Long Beach Municipal Code)*, January 4, 2005.



SOURCE: Lennar Homes of California, 2005

Long Beach Marina NOP/IS . 204452

Figure 2
Surrounding Uses



SOURCE: Lennar Homes of California, 2005

Long Beach Marina NOP/IS . 204452

Figure 3
Project Concept Plan

The proposed residential and retail components would be primarily integrated with a mix of retail/commercial uses on the ground floor and residential uses above. Buildings would be a maximum building height of 50 feet. The southeast portion of the site is slated for only residential uses, which would be designed in a courtyard formation. The project would be oriented toward the ocean to maximize views and allow for visitor and residential access, and linkages to the Marina and other area amenities. The project would be designed to be compatible with surrounding uses.

The residential component would consist of condominium homes of various types including luxury flats, lofts, and townhomes with Marina views and on-site amenities. Parking for the proposed project would be in above and below grade parking structures. In addition, the proposed project may include improvements to Marina Drive (between 2nd Street and Studebaker) with additional on-street parking and may include improvements to the City-owned parking lot west of Marina Drive. Landscaping would be included throughout the project site and its perimeters.

Construction activities associated with the proposed project would include demolition, site clearance/excavation and building erection. It is anticipated that project construction would be completed in one phase over approximately 22 months. Construction is tentatively scheduled to begin in the fall 2007, with completion anticipated by summer 2009.

The project would require amendments to the SEADIP Planned Development District (PD-1) and Local Coastal Program, a tentative subdivision map, and Local Coastal Development Permit.

SECTION 3

Environmental Checklist

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a-b. Potentially Significant Impact.** The proposed project site is currently developed with urban uses (Seaport Marina Hotel). There are no designated state scenic vistas or scenic highways near the site.⁴ However, 2nd Street and Marina Drive are designated Local Scenic Routes.⁵ In addition, views of the adjacent Alamitos Bay Marina are available from the project site. Further analysis of these issues will be included in the EIR.
- c. Potentially Significant Impact.** The project site is located within an urbanized area surrounded by a mix of residential, commercial and retail uses. Implementation of the proposed project would introduce a higher density use to the site than the current hotel. In addition, the project proposes replacing the existing two-story structure with up to four stories. Further analysis of this issue will be included in the EIR.
- d. Potentially Significant Impact.** The project site is located within an urbanized area surrounded by a mix of residential, commercial and retail uses. The existing uses include interior and exterior building lighting, parking lot lighting, and landscape lighting. However, as the project includes a higher density use than currently exists, additional nighttime lighting and potential glare impacts may be introduced. Further analysis of this issue will be included in the EIR.

⁴ California Department of Transportation, California Scenic Highway Mapping System – Los Angeles County, website http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed January 4, 2004.

⁵ City of Long Beach, *Long Beach General Plan, Scenic Routes Element (Scenic Highways)*, May 9, 1975.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
II. AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a-c. No Impact.** The proposed project site is located in a developed, urban area of the City of Long Beach. The project site is fully developed and is not classified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance.^{6,7} Implementation of the proposed project would have no impact on agricultural resources; no mitigation measures would be required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁶ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, *Los Angeles County Important Farmland 1998 Map*, 1999.

⁷ Southern California Association of Governments, *Draft 2004 Regional Transportation Plan Program Environmental Impact Report*, December 2003, Figure 3.1-6 Prime Agricultural Farm Land and Grazing Land.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY (cont.)				
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a. Potentially Significant Impact.** The project site is located in the Los Angeles County sub-area of the South Coast Air Basin (SCAB). Los Angeles County is designated as a non-attainment area for ozone, particulates, carbon monoxide and a “maintenance” area for oxides of nitrogen, which denotes that it had once been a non-attainment area for the pollutant.⁸ The South Coast Air Quality Management District (SCAQMD), the regional agency empowered to regulate stationary sources, maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the SCAB. A project is typically deemed inconsistent with air quality plans if it results in population and/or employment growth that exceeds estimates in the applicable air quality plan or generates unusually large emissions. Although the proposed project includes new residential housing and employment which would result in population and employment growth, it is anticipated that this growth will be within area projections. Nonetheless, further analysis of this issue will be included in the EIR.
- b. Potentially Significant Impact.** Project construction would involve demolition of several structures on the proposed project site. Implementation of the project would generate short-term construction emissions from demolition, site grading, construction equipment, worker vehicle exhaust, and fugitive dust during excavation, grading and other site preparation activities. Long-term impact would occur from emissions generated from vehicle trips by residents, employees, and visitors, as well as stationary emissions associated with natural gas and electrical energy consumption.

Construction emissions would be short-term in nature and would be limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. Construction related emissions may

⁸ California Air Resources Board, *Area Designation Maps/State and National*, <http://www.arb.ca.gov/desig/adm/adm.htm>, accessed January 5, 2005.

exceed SCAQMD daily emissions thresholds. These temporary construction emissions would, therefore, be considered potentially significant and will be analyzed in the EIR.

Depending upon project trip generation, the proposed project may increase vehicular traffic in the vicinity of the project site beyond levels currently generated. An increase in daily vehicular emissions may exceed SCAQMD daily emissions thresholds. The proposed project would result in an increase in emissions from stationary sources associated with natural gas and electrical consumption. Further analysis of this issue will be included in the EIR.

- c. **Potentially Significant Impact.** The project site and the whole of the Los Angeles metropolitan area are located within the SCAB, which is characterized by relatively poor air quality.⁹ As stated in Section III(a), the SCAB is currently non-attainment for several criteria pollutants. Operational activities associated with implementation of the proposed project would result in increases in air pollutant emissions, which individually or cumulatively, could exceed established thresholds for these criteria pollutants and may result in a significant impact without mitigation. Further analysis of this issue will be included in the EIR.

- d. **Potentially Significant Impact.** Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.¹⁰ The proposed project includes development of residential uses on the project site and is in the vicinity of low-rise residential uses and schools.

CO “hot spots,” or areas of high CO concentration, can occur at traffic congested roadway intersections as a result of accumulating vehicle CO emissions. A significant air quality impact would occur where sensitive receptors are exposed to CO levels that exceed state or federal standards. Further analysis of this issue will be included in the EIR.

- e. **Less Than Significant Impact.** The proposed project consists of construction and operation of a mixed-use retail and residential development. Odors from construction may be generated by heavy machinery used on-site, or from the application of paint and/or asphalt during the construction period. These odors, if perceptible, are common in the environment and would be of limited duration. Odors associated with operation of the proposed project would be controlled in accordance with SCAQMD Rule 402.¹¹ Therefore, impacts would be less than significant, and no mitigation measures would be required.

⁹ California Air Resources Board, *California Counties and Air Basins*, December 2003, page 3.

¹⁰ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, page 5-1.

¹¹ South Coast Air Quality Management District, *Rule 402 – Nuisance*, May 7, 1976.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a. **No Impact.** The proposed project site is currently developed with urban uses. The proposed project site and surrounding area is developed or landscaped with non-native landscape and ornamental vegetation. Based on general knowledge of the biota of the area and an electronic database review of the Los Alamitos quadrangle in the California Natural Diversity Database,¹² several sensitive species have historically been sighted in the general area of the project site. Based on the disturbed condition of the site and the relative lack of suitable habitat, the potential for any known sensitive species on-site is low. The proposed project would, therefore, not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Impact would be less than significant. No mitigation measures are required.

¹² California Department of Fish and Game, *Natural Diversity Database*, accessed January 5, 2005.

- b. Less Than Significant Impact.** No riparian habitats or sensitive natural communities are located at the project site. The marina located west of the site does contain riparian habitat and the project site is located within the coastal zone. However, the project site is separated from the marina by Marina Drive and implementation of the proposed project would not result in significant impacts. No mitigation measures are required.
- c. Less Than Significant Impact.** The project site is fully developed and no wetland habitat has been identified or is known to exist on the project site. The Los Cerritos Wetland is located approximately 1,500 feet northeast of the project site, but is not directly adjacent. The project does not propose the alteration of wetland habitat. No mitigation measures are required.
- d. Less Than Significant Impact.** The project site is fully developed. Long Beach Marina is located two blocks west of the project site; however, because Marina Drive acts as a barrier between the project site and the marina, the project would not interfere with the movement of any native or migratory fish. Wildlife corridors do not exist on or near the project site and would not be affected by project implementation. The project would not result in any disruption to wildlife movement or migration patterns. Impact would be less than significant. No mitigation measures are required.
- e-f. No Impact.** The project site is fully developed as is the surrounding area. The proposed project would not require the removal of any protected plant species, as none currently exist on the site. Further, there are no known sensitive biological resources at the project site, as discussed previously. No local policies or ordinances protecting biological resources govern the uses at the project site. No impact would result, and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
V. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a. No Impact.** Generally, historically significant buildings are either more than 50 years old, and/or representative of a particular architectural style or time period in California history. The National Register of Historic Places, California Historical Landmarks and the California Points of Historical Interest do not list any properties within a one-mile radius of the site.^{13,14} The proposed project site is developed with the Seaport Marina Hotel, which was constructed less than 50 years ago and does not represent a significant style or period in California history. Therefore, there would be no impact to historical resources. No mitigation measures are required.
- b-d. Less Than Significant Impact With Mitigation Incorporation.** The proposed project site is located in an urbanized area and is developed with the Seaport Marina Hotel. Implementation of the proposed project includes construction of below grade parking. No known archaeological, paleontological resources, unique geologic features or human remains exist on the project site. Any surficial archaeological or paleontological resources which may have existed at one time likely have been previously unearthed or disturbed. Although the possibility of uncovering archaeological or paleontological resources would be remote, further analysis of this issue will be included in the EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13 National Park Service, *National Register of Historic Places*, accessed January 5, 2005.

14 California Office of Historic Preservation, *California Historical Landmarks*, accessed January 5, 2005.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. GEOLOGY AND SOILS (cont.)				
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

a.i-ii. Less Than Significant Impact. The project site is located within the seismically active region of southern California. Primary ground rupture or fault rupture is defined as the surface displacement, which occurs along the surface of a fault during an earthquake. There are no active faults identified by the state, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, on the project site.¹⁵ The closest known active faults are the Newport-Inglewood fault, located approximately 0.5 miles to the northeast, and the Palos Verdes fault, located approximately 7.7 miles to the southwest.¹⁶ Due to the location of the site within a region subject to strong seismic ground shaking, occupants of the proposed project would be exposed to seismic risks similar to those experienced by occupants at most other locations in the surrounding area. The proposed project would comply with all applicable building and safety requirements, which would reduce potential effects to less than significant levels.

The proposed project itself would not cause a substantial increase in the number of people or structures exposed to seismic risks. No significant impacts would occur and no mitigation measures are required.

a.iii. Potentially Significant Impact. Liquefaction usually occurs in areas where groundwater is less than 30 to 50 feet from the surface. Groundwater levels at the site were detected between 6.5 to 10 feet below ground surface.¹⁷ Seismic Hazard Zone Maps also indicate that the proposed site is located within a liquefaction zone. Further analysis of this issue will be included in the EIR.

¹⁵ Converse Consultants, *Draft Preliminary Geotechnical Investigation Report*, April 1, 2004.

¹⁶ *Ibid.*

¹⁷ *Ibid.*

- a.iv. No Impact.** The project site consists of relatively flat terrain. There are no hillsides or slopes on or adjacent to the project site that would be susceptible to slope failure or landslide. Thus, the potential for seismically induced landslides to affect the proposed project site is low.¹⁸ No impact would be result, and no mitigation measures are required.
- b. Less Than Significant Impact With Mitigation Incorporation.** The proposed project site is currently developed with urban uses. The majority of the site contains flat, impervious surfaces and the nature of the project is such that the final grading of the site would not differ significantly from the existing grade. Therefore, implementation of the proposed project is not anticipated to change stormwater runoff volumes or significantly affect drainage patterns. However, soil erosion could result when the project site is excavated and cleared prior to construction. Exposed soils during grading and construction activities would be subject to wind and water erosion. Further analysis of this issue will be included in the EIR.
- c. Potentially Significant Impact.** The underlying sediments at the project site include silty sand, sandy silt, silt, clay, clayey sand, and sand with silt. Preliminary review indicates that the project site is not located in an area prone to subsidence. The site is located in a relatively flat area and is not located within an area identified as having a potential for seismically induced landslides. However, the project site is mapped within an area identified as having a potential for liquefaction.¹⁹ Lateral spreading generally occurs where soils are susceptible to liquefaction. Therefore, because the potential for liquefaction at the project site is high, the potential for lateral spreading is high. The proposed project is, therefore, located on soil that is unstable or would become unstable due to a seismic event.²⁰ Further analysis of this issue will be included in the EIR.
- d. Less Than Significant Impact.** Expansive soil is defined as soil that expands to a significant degree upon wetting and shrinks upon drying. Generally, expansive soils contain a high percentage of clay particles. The soils on the project site are predominately silty sand, sandy silt, silt, clay, clayey sand, and sand with silt. The potential for expansion is low.²¹ Impact would be less than significant, and no mitigation measures are required.
- e. No Impact.** The proposed project site is located in an urbanized area, which includes adequate sewer infrastructure. Therefore, no need exists for the use of septic tanks or alternative wastewater disposal systems on-site. Therefore, impact would be less than significant and no mitigation measures are required.

¹⁸ *Ibid.*

¹⁹ Converse Consultants, *Draft Preliminary Geotechnical Investigation Report*, April 1, 2004.

²⁰ *Ibid.*

²¹ *Ibid.*

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a-b. Less Than Significant Impact.** The proposed project includes the development of residential and commercial uses, and operations would not involve the handling of hazardous materials. The proposed project is unlikely to create a significant hazard to the public or environment through routine transport, storage, and use of hazardous materials. Grading and construction activities may involve the limited transport, storage, use, or disposal of hazardous materials such as remodeling/demolition debris, lead and asbestos containing materials, in the fueling or servicing of construction equipment on-site, or the removal and export of contaminated soils. However, these activities would be minimal, short-term, or one-time in nature and would be subject to federal, state, and local health

and safety requirements. Therefore, impact would be less than significant, and no mitigation measures are required.

Long-term operation of the proposed project would involve very little transport, storage, use or disposal of hazardous materials associated with janitorial, maintenance, and repair activities (i.e., commercial cleansers, lubricants and paints), and household cleaning supplies. Use of these hazardous materials would be very limited, and transport, storage, use and disposal of these materials would be subject to federal, state and local health and safety requirements. Impact would be less than significant, and no mitigation measures are required.

- c. **No Impact.** There are no schools located within one-quarter mile of the project site. In addition, the project would not involve the use of hazardous materials, acutely hazardous materials, substances, or wastes in sufficient quantities to pose a potential hazard. As described above, the proposed project would be required to comply with all federal, state and local rules and regulations for hazardous materials handling to ensure that no impacts would occur. No mitigation measures are required.
- d. **Potentially Significant Impact.** According to the Phase I Environmental Site Assessment, the part of the project site used as a former Unocal gas station is listed as an Underground Storage Tank (UST) and Leaking Underground Storage Tank (LUST) facility. Methyl tertiary-butyl ether (MTBE) has also been discovered in groundwater samples collected from the site. There are five abandoned oil wells located on the project site. In addition, the project site is located adjacent to an Exxon gas station that experienced a gasoline leak. Abatement and remediation of the Unocal gas station and the Exxon gas station is underway. However, there is the potential for migration of hazardous substances to soil or groundwater beneath the project site.²² Further analysis of these issues will be included in the EIR.
- e. **No Impact.** The project site is located approximately 6.5 miles from the Long Beach Municipal Airport, outside the area of potential effect of the airport land use plan. Therefore, the project would not result in a safety hazard for people residing or working in the project area or visiting the project site. No impact would result, and no mitigation measures are required.
- f. **No Impact.** The project site is not located within the immediate vicinity of a private airstrip. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area or visiting the project site. No impact would result, and no mitigation measures are required.
- g. **No Impact.** The proposed project would not interfere with a current emergency response plan or an emergency evacuation plan for local, state or federal agencies. All emergency procedures would be implemented consistent with local, state, and federal guidelines

22 Leighton and Associates, *Phase I Environmental Site Assessment Report*, August 4, 2004.

during the construction and operation of the project. Therefore, no impacts are anticipated. No mitigation measures are required.

- h. No Impact.** The proposed project site and surrounding area are largely developed and no wildland fire hazard risk exists. On-site landscaping would be controlled through trimming and watering so as to reduce fire hazard impacts. Therefore, no impact would result, and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VIII. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a. **Less Than Significant Impact With Mitigation Incorporation.** The proposed project site is currently developed with urban uses. The majority of the site contains flat, impervious surfaces and the nature of the project is such that the final grading of the site would not differ significantly from the existing grade. However as stated in Section VI(b), construction activities may result in soil erosion. Further analysis of this issue will be included in the EIR.
- b. **Less Than Significant Impact With Mitigation Incorporation.** Groundwater is present at depths of about 6.5 to 10 feet at the project site.²³ Shallow ground water can be a construction hazard, where excavations may experience inflows of shallow groundwater. Deep excavation would occur during construction (i.e., construction of an underground parking structure). Therefore, further analysis of this issue will be included in the EIR.
- c-f. **Less Than Significant Impact With Mitigation Incorporation.** Development of the proposed project would not require any substantial changes to the existing drainage pattern of the site or the area, including the alteration of the course of a stream or river, or substantially increase the erosion or siltation and the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. The project site is located in an urban area and is currently developed with commercial uses. The proposed project would not significantly alter the grade. However as stated in Section VI(b), construction activities may result in soil erosion. Further analysis of this issue will be included in the EIR.
- g-i. **Less Than Significant Impact.** According to the Federal Emergency Management Agency, the project site is located in the 100-year flood zone AR. This is an area of special flood hazard which result from the decertification of a previously accredited flood protection system that is in the process of being restored to provide 100-year or greater level of flood protection.²⁴ According to the City of Long Beach Public Safety Element, the project site is not located in an area subject to flood inundation during a seismic event.²⁵ Impact would be less than significant, and no mitigation measures are required.
- j. **Less Than Significant Impact.** As stated in the Draft Preliminary Geotechnical Investigation Report, review of the area adjacent to the project site indicates that there are no up-gradient lakes or reservoirs with the potential to flood the site as the result of a seiche. ²⁶ A tsunami is a sea wave usually generated by a large submarine earthquake. The potential damage is much greater from a tsunami than seiche. In comparison to many other coastal areas of Southern California, Long Beach is somewhat protected by the surrounding geography and the breakwater. A substantial warning time of perhaps as

23 Converse Consultants, *Draft Preliminary Geotechnical Investigation Report*, April 1, 2004.

24 Federal Emergency Management Agency, *Flood Insurance Rate Map*, Community Panel Number 060136 0025C, revised July 6, 1998.

25 City of Long Beach, *Public Safety Element*, Adopted May 1975, Reprinted 2004.

26 Converse Consultants, *Draft Preliminary Geotechnical Investigation Report*, April 13, 2004.

much as six to 12 hours would be anticipated for a major tsunami, the potential for death or injury from a tsunami is considered low. The project site is located west of Naples Island two blocks inland from the Long Beach Marina. The breakwater, a system of berms located along the Marina's western boundary, and no direct access to the marina would protect the project site from the direct impact of a tsunami and provide a substantial warning time to evacuate the project site. Impact would be less than significant impact. No mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a. No Impact.** The project site is currently developed with commercial uses and does not contain residential dwellings. In addition, the project would not introduce new roads or any above ground infrastructure that would divide the existing site. No impact would result, and no mitigation measures are required.
- b. Potentially Significant Impact.** The project site is located in General Plan Land Use District No. 7 and is zoned Planned Development (PD-1). SEADIP (Subarea 17) and the Local Coastal Program both apply to the site. The project would require amendments to the SEADIP Planned Development District and Local Coastal Program. Conflicts with these land use plans could result in a significant impact. Further analysis of this issue will be included in the EIR.
- c. No Impact.** The project site and surrounding area are developed with commercial uses. No habitat or natural community conservation plans govern the project area.²⁷ Therefore, the proposed project would not conflict with any conservation plans. No impact would result, and no mitigation measures are required.

²⁷ Southern California Association of Governments, *Draft Regional Transportation Plan*, 2004.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a-b. No Impact.** The proposed project site is located in a developed area that was previously used as an oil field. However, oil resources on the site were exhausted and there are no plans for any mining or mineral recovery projects at the project site or in the immediate vicinity of the project site. Therefore, the proposed project would not result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site. No impact would result, and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM – Would the project:				
a) Result in a significant loss of impervious surface??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant discharge of pollutants into the storm drain or water way?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Violate any best management practices of the National Pollution Discharge Elimination System permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a-c. Less Than Significant Impact With Mitigation Incorporation.** The proposed project site is currently developed with urban uses. The majority of the site contains flat, impervious surfaces and the nature of the project is such that the final grading of the site would not differ significantly from the existing grade. Implementation of the proposed project would be a continuation of urban use and the amount of impervious surface would not significantly change. However as stated in Section VI(b), construction activities may result in soil erosion. Further analysis of this issue will be included in the EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a. Potentially Significant Impact.** Project construction and ultimate operation could potentially expose nearby sensitive uses (such as adjacent residences) to noise levels above established noise standards. The project would create noise on a short-term basis during construction from equipment and personnel. Long-term operational impacts associated with traffic in the area; mechanical equipment associated with heating, ventilation, and air conditioning; and building operations could also be significant sources of noise.

Noise impacts associated with the exposure to or generation of noise levels in excess of standards established by the City of Long Beach Noise ordinance will be analyzed. Further analysis of this issue will be included in the EIR.

- b. Potentially Significant Impact.** Construction of the proposed project would generally include conventional construction activities, including excavation, grading, site preparation, and building construction. A temporary increase in noise would result from construction activities. Operation of the project would not involve any activities with the potential to cause excessive groundborne vibration or noise. Construction activities may involve the driving of piles for building foundations and removal of asphalt. Further analysis of this issue will be included in the EIR.

- c-d. Potentially Significant Impact.** Construction of the proposed project would generally include conventional construction activities, including excavation, grading, site preparation, and building construction. A temporary increase in noise would result from construction activities. The majority of noise generated by operation of the proposed project would be attributable to vehicular traffic. Traffic noise may be potentially significant depending upon traffic routes and volumes. The project includes residential uses above or next to the commercial areas. The project site is also in the vicinity of residential uses. Noise would increase in the project area from project construction and operation. Further analysis of this issue will be included in the EIR.
- e-f. No Impact.** The nearest airport to the project site, the Long Beach Municipal Airport, is located approximately 6.5 miles northeast of the project site. However, the project is located outside of the noise impact zones. No significant noise impact would result from the project's proximity to an airport. No mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII. POPULATION AND HOUSING - Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a. Potentially Significant Impact.** The project site is located within an urbanized area and is supported by existing utility infrastructure and roadways. The project includes residential uses, and therefore, the project would result in population growth in the area. Further analysis of this issue will be included in the EIR.
- b-c. No Impact.** No residential units would be removed in order to construct the proposed project. Therefore, the proposed project would not displace existing housing or people, or necessitate the construction of replacement housing elsewhere. No impact would result, and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIV. PUBLIC SERVICES - Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a.i-ii. Potentially Significant Impact.** The proposed project would increase the level of activity at the site and vehicular and pedestrian traffic in the project area, and therefore would generate additional demand for fire and police protection services. Further analysis of this issue will be included in the EIR.
- a.iii. Potentially Significant Impact.** Implementation of the proposed project includes the construction of 425 new residential units and would therefore result in population growth and subsequent need for school services in the area. Further analysis of this issue will be included in the EIR.
- a.iv. Potentially Significant Impact.** Implementation of the proposed project includes the construction of 425 new residential units and would therefore result in population growth and subsequent need for parks/and recreation in the area. Further analysis of this issue will be included in the EIR.
- a.vi. Less Than Significant Impact.** The project would result in an incremental increase in demand for other public services, such as roadway maintenance. However, the projected revenue to the City derived from impact fees, increased property taxes, sales taxes, and development fees from the project would offset costs of road maintenance and other governmental services. Impact would be less than significant, and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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XV. RECREATION:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Explanation:

- a-b. Potentially Significant Impact.** The proposed project includes the construction of residential uses on the project site, which would result in an increase in demand for parks and recreation services. Further analysis of this issue will be included in the EIR

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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XVI. TRANSPORTATION / TRAFFIC - Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Explanation:

- a-b. Potentially Significant Impact.** The proposed project includes the construction of new residential and commercial uses on the site, which would result in an increase in traffic generated and the level of service at intersections in the vicinity of the project site. Further analysis of this issue will be included in the EIR.
- c. No Impact.** Proposed structures would be consistent with height restrictions for the planning area for Long Beach Municipal Airport as set forth in the Long Beach Zoning Ordinance, and would not require changes in air traffic patterns. Accordingly, no impact would occur, and no mitigation measures are required.
- d. Less Than Significant Impact.** No significant changes to existing roadway alignments are expected as a result of project development. Any improvements of the surrounding roadways would comply with local and state roadway design standards. Compliance with existing regulations would ensure that no design feature hazards would be created. Impact would be less than significant, and no mitigation measures are required.
- e. Less Than Significant Impact.** The design of the project would provide adequate emergency access consistent with Long Beach Municipal Code requirements. The proposed project would comply with applicable Fire Department, Department of Building and Safety requirements, and UBC design standards prior to the issue of an occupancy permit. Per City of Long Beach Municipal Code requirements, the Fire Department would have full site plan review, including all buildings, fences, drive gates, retaining walls or other features that might affect Fire Department access, with unobstructed fire lanes for access identified. The review process, along with compliance with applicable regulations and standards stated above, would ensure that adequate emergency access would be provided. Impact would be less than significant, and no mitigation measures are required.
- f. Potentially Significant Impact.** The proposed project includes above and below grade parking. The project may also includes improvements to Marina Drive and the City-owned parking lot to the west of the site. Further analysis of this issue will be included in the EIR.
- g. Less Than Significant Impact.** Design of the proposed project will comply with all state and federal requirements relating to public transportation. All policies supporting alternative transportation would be followed by the project. The project would have the beneficial effect of providing housing on the same site as commercial uses and, thereby reducing vehicle traffic and encouraging pedestrian circulation. Impact would be less than significant and no mitigation measures are required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a-b. Potentially Significant Impact.** The proposed project will replace a 240-room hotel and ancillary hotel services with 425 residential units and approximately 170,000 square feet of retail uses. The existing uses currently require approximately 36,000 gallons per day of water and generate approximately 30,000 gallons per day of wastewater. Under the proposed project, water consumption would increase to 144,798 gallons per day and wastewater generation would increase to 83,300 gallons per day. Further analysis of these issues will be included in the EIR.
- c. Less Than Significant Impact.** As discussed in Section VIII(c), construction activities could impact soil erosion and storm water runoff levels due to implementation of the proposed project. However, implementation of BMPs will substantially reduce erosion, deposition, and related effects. Compliance with NPDES regulations and City BMPs would minimize impact to a less than significant level. No mitigation measures are required.

- d-e. Potentially Significant Impact.** As stated above in Section XVII (a-b), the proposed project would result in an overall increase in the amount of water consumed and wastewater generated. Further analysis of these issues will be included in the EIR.
- f. Potentially Significant Impact.** The proposed project will replace a 240-room hotel and ancillary hotel services with 425 residential units and approximately 170,000 square feet of retail uses. The existing uses currently generate approximately 87.6 tons per year of solid waste. Under the proposed project, solid waste generation would increase to approximately 465.5 tons per year. Further analysis of this issue will be included in the EIR.
- g. Less Than Significant Impact.** The proposed project would be required to reduce the total estimated waste output through established City recycling programs. Compliance with existing regulations and standards would result in a less than significant impact and no mitigation measures would be required.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a. Less Than Significant Impact With Mitigation Incorporation.** The project site is located within an urbanized area surrounded by residential and commercial uses. As discussed in biological resources (Section IV), there are no known rare or endangered animal or plant species at or surrounding the project site. Therefore, implementation of the proposed project would not degrade the quality of the environment, substantially reduce the habitat of fish and wildlife species, cause fish or wildlife populations to drop

below self-sustaining levels, threaten or eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in cultural resources (Section V), the project site does not contain any historical resources or any known archaeological, paleontological or unique geologic features. Any surficial archaeological or paleontological resources which may have existed at one time have likely been unearthed or disturbed. Although the possibility of uncovering archaeological or paleontological resources would be remote, the proposed project does include construction of a below grade parking structure. Therefore, further analysis of this issue will be included in the EIR.

- b. Potentially Significant Impact.** The proposed project may contribute to cumulatively considerable impacts, which will be addressed in the EIR. Specifically, the resource areas of air quality (Section III), public services (Section XIV), transportation (Section XVI), and utilities (Section XVII) may result in impacts that would be individually limited, but cumulatively considerable, and therefore potentially significant. Further analysis of these issues is required as part of the environmental review process.
- c. Potentially Significant Impact.** As discussed in aesthetics (Section I), air quality (Section III), cultural resources (Section V), geology and soils (Section VI), hazards and hazardous materials (Section VII), hydrology/water quality (Section VIII), land use (Section IX), National Pollution Discharge Elimination System (Section XI), noise (Section XII), population and housing (Section XIII), public services (Section XIV), transportation (Section XVI), and utilities (Section XVII), the proposed project may have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. These impacts could be potentially significant without mitigation measures. Further analysis of these issues will be included in the EIR.

SECTION 4

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SECTION 5

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Responses to NOP



SOUTHERN CALIFORNIA

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June 20, 2005

Ms. Angela Reynolds
Environmental Officer
City of Long Beach
Department of Planning and Building
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

RE: SCAG Clearinghouse No. 1 20050340 Seaport Marina

Dear Ms. Reynolds:

Thank you for submitting the **Seaport Marina** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Seaport Marina**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **May 16-31, 2005** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1851. Thank you.

Sincerely,

BRIAN WALLACE
Associate Regional Planner
Intergovernmental Review



State of California—Health and Human Services Agency
Department of Health Services



California
Department of
Health Services

SANDRA SHEWRY
Director



ARNOLD SCHWARZENEGGER
Governor

June 10, 2005

Ms. Jill Griffiths
City of Long Beach
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Dear Ms. Griffiths:

**SCH# 2005051096: NOTICE OF PREPARATION (NOP) FOR THE SEAPORT
MARINA DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)**

Thank you for the opportunity to review and comment on the subject document. The California Department of Health Services, Drinking Water Field Operations-Southern California Branch (Department) focused its review on drinking water issues and related issues.

The NOP stated that the project site would be redeveloped with mixed uses consisting of approximately 425 residential units, and approximately 170,000 square feet of retail development, and demolition of the existing onsite buildings (164,736 square foot Seaport Marina Hotel) would be required to allow for development of the project. This indicates that there will be additional water mains and/or service connections that will be constructed under the project proposal.

The following are the Department comments:

1. Future developments and/or redevelopments must comply with the Department's policy *Criteria for the Separation of Water Mains and Sanitary Sewers*. A copy of this Policy will be provided upon request.
2. For construction and developments in areas described in the EIR, notifications and requests for the necessary reviews and approval should be sent to the Long Beach Water Department and the Long Beach Department of Health and Human Services' Cross-Connection/Water Program to ensure compliance with the cross-connection requirements, inspections, and the separation criteria.



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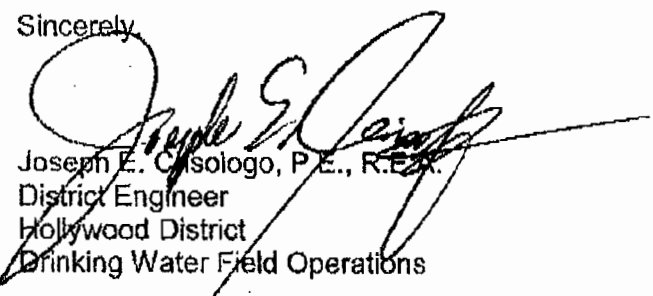
Southern California Drinking Water Field Operations Branch, Los Angeles Region
1449 West Temple St., Room 202, Los Angeles, CA 90026
Telephone: (213)580-5723 Fax: (213)580-5711
Internet Address: www.dhs.ca.gov/qs/ddwem/

Ms. Jill Griffiths
Page 2
June 10, 2005

3. All Potential Contaminating Activities (PCAs) that may impact domestic production well(s) within or nearby the subject area described in the NOP and/or EIR shall be reviewed and restricted.

If you have any questions, please contact Mr. Ric M. Roda, P.E., at (213) 580-3124.

Sincerely,



Joseph E. Cisolago, P.E., R.E.M.
District Engineer
Hollywood District
Drinking Water Field Operations

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JAMES F. STAHL
Chief Engineer and General Manager

June 2, 2005

File No: 03-00.04-00

Ms. Angela Reynolds
Environmental Planning Officer
Department of Planning and Building
City of Long Beach
333 West Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Dear Ms. Reynolds:

Seaport Marina Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on May 20, 2005. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

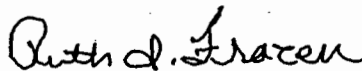
1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Marina Trunk Sewer, Section 4, located in the intersection of Marina Pacifica and Marina Drive. This 15-inch diameter trunk sewer has a design capacity of 1.4 million gallons per day (mgd) and conveyed a peak flow of 0.7 mgd when last measured in 2003.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 385 mgd and currently processes an average flow of 324.9 mgd.
3. The expected average wastewater flow from the project site is 138,125 gallons per day.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl



Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:rf

Enclosure

496983.1

**INFORMATION SHEET FOR APPLICANTS
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM**

THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

IV. WHAT FORMS ARE REQUIRED*?

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)
2. Application for Sewer Connection

3. Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)

*Additional forms are required for Industrial Dischargers.

V. WHAT DO I NEED TO FILE?

1. Completed Application Form
2. A complete set of architectural blueprints (not required for connecting one single family home)
3. Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
4. Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

VI. WHERE DO I SUBMIT THE FORMS?

Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County
Connection Fee Program, Room 130
1955 Workman Mill Road
Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?

Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee is satisfactory. Processing of large and/or complex projects may take longer.

VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?

An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted. Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

IX. HOW CAN I GET ADDITIONAL INFORMATION?

If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 699-7411, extension 2727.

X. WHAT ARE THE DISTRICTS' WORKING HOURS?

The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-3747

FAX: (213) 897-1337

*Flex your power!
Be energy efficient!*

IGR/CEQA No. 050551AL, NOP
Seaport Marina DEIR
Vic. LA-01 / PM 0.59
SCH # 2005051096

May 31, 2005

Ms. Angela Reynolds
City of Long Beach
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Dear Ms. Reynolds:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project.

To assist us in our efforts to evaluate the impacts of this project on State transportation facilities, a traffic study in advance of the DEIR should be prepared. We wish to refer the project's traffic consultant to our traffic study guideline Website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

and we list here some elements of what we generally are expecting in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 01, 22, 605 and 405.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - Description of Transportation Infrastructure Improvements
 - **Financial Costs, Funding Sources and Financing**
 - Sequence and Scheduling Considerations
 - Implementation Responsibilities, Controls, and Monitoring

Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

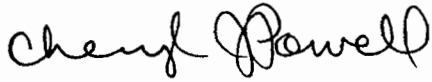
We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and its facilities must be analyzed per the Department's Traffic Impact Study Guidelines.

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the DEIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions, please feel free to contact me at (213) 897-3747 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 050551AL.

Sincerely,

A handwritten signature in cursive script, reading "Cheryl Powell".

CHERYL J. POWELL
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

May 25, 2005

Ms. Angela Reynolds, Environmental Planning Officer
City of Long Beach Department
of Planning & Building
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Dear Ms. Reynolds:

Notice of Preparation of a Draft Environmental Impact Report for Seaport Marina

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. It is recommended that lead agencies for projects generating or

attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/diesel_analysis.doc. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

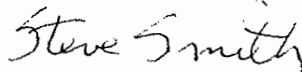
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC050519-02LI
Control Number

City of Seal Beach



CITY HALL 211 EIGHTH STREET
SEAL BEACH, CALIFORNIA 90740
(562) 431-2527 • www.ci.seal-beach.ca.us

June 13, 2005

Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 W. Ocean Boulevard
Long Beach, CA 90802

**SUBJECT: City of Seal Beach Comments re: Notice of Preparation of
Draft EIR – “Seaport Marina Project”**

Dear Ms. Reynolds:

The City of Seal Beach has reviewed the above referenced Notice of Preparation and has several general comments and observations relative to the document, which are set forth below.

The City of Seal Beach is concerned that the document, particularly Transportation/Traffic, appear to focus only on Long Beach, and does not appear to propose to fully consider and evaluate potential impacts to the City of Seal Beach, which is immediately adjacent. The City's position is that impacts in the below mentioned areas of concern will not stop at a county boundary line, but may, and probably will, extend into our community as well. The City of Seal Beach, in particular, would seem to be in a position to experience impacts from the proposed project, particularly in the area of “Transportation/Traffic”.

Provided below are our concerns regarding the information and discussion within specified sections of the NOP:

DISCUSSION OF CHECKLIST RESPONSES

Item V. CULTURAL RESOURCES:

Items IV.b-d – Potential impacts to unique archaeological/paleontological resources;
human remains

Concern of the City of Seal Beach:

The Environmental Evaluation Checklist indicates “Less than Significant Impact with Mitigation Incorporated”. The City feels that response is proper, but has a concern that the imposition of mitigation measures to require on-site archaeological and Native American monitoring during grading activities to determine if any cultural resources, including human remains will be impacted due to project grading activities should be required due to the potential for buried resources to exist, unless the environmental review clearly indicates that all soil disturbance activities would occur in soil profiles previously disturbed by prior construction activities or within prior filled soil profiles.

This issue should be fully addressed with appropriate mitigation measures set forth relative to project grading monitoring activities, actions if cultural resources or human remains are discovered, and sensitive treatment if human remains are discovered.

Item XVI. TRANSPORTATION/TRAFFIC

The NOP indicates the DEIR will evaluate the traffic report to determine the project’s impact on surrounding roadways.

Concern of the City of Seal Beach:

The City requests the traffic analysis impacts include those intersections within the City of Seal Beach which are impacted in accordance with the County of Orange Growth Management standards, which utilizes 1,700 vehicles per hour for lane capacity and a clearance interval of 0.05.

The impacts of all other cumulative projects within the project vicinity in the City of Long Beach should be thoroughly addressed. The impacts of the increased traffic from all appropriate projects in the City of Long Beach, along with those projects in the City of Seal Beach, including the previously approved Boeing Integrated Defense Systems Specific Plan, along with cumulative traffic impacts of regional trip increases should be thoroughly analyzed and proposed mitigation measures clearly set forth to resolve those problems.

The DEIR will not be adequate without discussion of the cumulative effects of traffic impacts on Pacific Coast Highway, the I-405 Freeway, Westminster Avenue, 7th Street, and Studebaker Road at the County boundary line, and as far distance from the County boundary line as is appropriate given the criteria set forth in the first paragraph of this comment. We wish to emphasize that vehicular access to the College Park West neighborhood in Seal Beach is through Studebaker Road and 7th Street. In addition, the reduced lane capacity of the Marina Drive Bridge should be reflected in the traffic analysis.

The City of Seal Beach has previously provided to your office a copy of the Traffic Study for the Boeing Integrated Defense Systems (“BIDS”) Specific Plan, prepared by Linscott Law & Greenspan (“LL&G”), dated December 13, 2002 as a technical appendix to the BIDS Specific Plan Draft Environmental Impact Report. If you require an additional copy of this document, please contact the Department of Development Services.

Please be aware that the BIDS Specific Plan traffic impact analysis included a discussion of “Project-Related Fair Share Contribution” on pages 74 and 75 which discussed the net traffic impacts of the BIDS project to the intersections of Pacific Coast Highway/Westminster Avenue/Second Street and Westminster Avenue and Studebaker Road. A “fair-share” calculation was prepared and a “fair share” dollar contribution to the City of Long Beach was identified.

Mr. Jerry Olivera of the City of Long Beach spoke at the May 21, 2003 Planning Commission public hearing on the BIDS Specific Plan EIR, and indicated that the proposed mitigation was inadequate and that the identified fees may not be sufficient to cover the costs of the identified improvements, especially if right-of-way is required. In reviewing the Draft EIR for the Home Depot project within Long Beach, the mitigation measure proposed for Studebaker Road/West Second Street is the same in the traffic analysis of both project traffic studies, and appears to be consistent.

In regards to impacts at Pacific Coast Highway and West Second Street, the BIDS Specific Plan EIR assumed that improvements to that intersection would occur, and the City of Seal Beach adopted appropriate mitigation measures requiring the payment of “fair-share” expenses for proposed improvements at this intersection. The current Home Depot DIER indicates that the Home Depot project will result in a “significant, unavoidable impact” due to right-of-way constraints at this intersection.¹ The Seaport Marina DEIR document should also specify what the right-of-way constraint is by describing the necessary actions to alleviate the impact and delineating the impact of such improvements on the specific properties that would be impacted if such mitigation were to be undertaken. If the current determination regarding this intersection is the ultimate decision of the City of Long Beach, then there would be no “nexus” for Seal Beach to require payment of those “fair-share” fees identified within the BIDS Specific Plan Final EIR for this intersection.

The City of Seal Beach requests that Long Beach provide a detailed traffic impact “fair share” calculation of all identified project- and cumulative projects impacts to the identified intersections. Such calculations to include the following major cost categories, including the appropriate cost assumptions, as identified in the LL&G traffic analysis for the BIDS Specific Plan EIR:

¹ Home Depot Draft Environmental Impact Report, page 4.11-22


- ☐ Description of Improvement
- ☐ Area of Improvement
- ☐ Cost per square foot of street widening
- ☐ Number of signal corners
- ☐ Construction Cost estimate
- ☐ Construction Cost Estimate with 25% Contingency
- ☐ Cost of Right-of-Way
- ☐ Construction Cost with Right-of-Way Acquisition
- ☐ Project Fair Share Percent

The above “fair share” calculation shall be prepared based on the identified cumulative impacts of the Home Depot project, the BIDS Specific Plan Project in Seal Beach, and for any other City of Long Beach or other identified cumulative projects that are identified in the traffic analysis as having a significant impact at the subject intersections.


The Environmental Quality Control Board considered and discussed the NOP document on May 25, 2005, and authorized the Chairman to sign this letter. The City Council considered this matter on June 13, 2005 and authorized the mayor to sign this letter, representing the official comments of the City of Seal Beach.

Thank you for your consideration of the comments of the City of Seal Beach. Please do not hesitate to contact Mr. Lee Whittenberg, Director of Development Services, City Hall, 211 Eighth Street, Seal Beach, 90740, telephone (562) 431-2527, extension 313, if you have any questions regarding this matter. In addition, please provide four (4) copies of the Draft EIR on this project to Mr. Whittenberg, so the City can have a copy available at City Hall and at each library within the City available for public review during the public comment period.

Sincerely,



Mayor, City of Seal Beach



Chairman
Environmental Quality Control Board
City of Seal Beach

Distribution:

Seal Beach City Council
Seal Beach Planning Commission
Seal Beach Environmental Quality Control Board

City Manager

Director of Development Services

Hansen, Deanna

From: Lisa_Apling@longbeach.gov
Sent: Friday, June 10, 2005 10:31 AM
To: Hansen, Deanna
Subject: EIR reporet re Seaport Marina Hotel Site

Lisa Apling-Roque
City of Long Beach
Advance Planning Secretary
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Ph: (562) 570-6354
Fax: (562) 570-6068

----- Forwarded by Lisa Apling/CH/CLB on 06/10/2005 10:30 AM -----

Angela Reynolds

To: Lisa Apling/CH/CLB@CLB

06/08/2005 02:41 PM

cc:

Subject: EIR reporet re Seaport Marina Hotel Site

ESA

Angela Reynolds, AICP
Advance, Community & Environmental Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/08/2005 02:41 PM -----

Aawok@cs.com

To: Angela_Reynolds@longbeach.gov

06/03/2005 12:40 PM

cc:

Subject: EIR reporet re Seaport Marina Hotel Site

✓

Ms Reynolds:

I am a long time LB resident living near Studebaker and Anaheim Street.

It would seem obvious that the EIR report should include a study of the 'Studebaker extension' to alleviate traffic problems at PCH & 2nd street when the project is completed.

In fact, it would help alleviate traffic in the area of the tank farm where a major home supply outlet is planned.

The present pattern of traffic at Studebaker and 2nd street is not good. The extension of Studebaker east of the Market Place connecting with an interchange at PCH seems the best of options whether or not the home supply outlet-the Seaport residential development and the present traffic without either=the best option is to complete the Studebaker Extension- as originally planned years ago. Wetlands vs people. I vote for people !

A.A. Wright
833 Roxanne Avenue
Long Beach, 90815

6/10/2005

Hansen, Deanna

From: Lisa_Apling@longbeach.gov
Sent: Friday, June 10, 2005 10:30 AM
To: Hansen, Deanna
Subject: SeaPort Marina Project and EIR

Lisa Apling-Roque
City of Long Beach
Advance Planning Secretary
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Ph: (562) 570-6354
Fax: (562) 570-6068

----- Forwarded by Lisa Apling/CH/CLB on 06/10/2005 10:30 AM -----

Angela Reynolds

06/08/2005 02:56 PM

To: Lisa Apling/CH/CLB@CLB
cc:
Subject: SeaPort Marina Project and EIR

ESA

Angela Reynolds, AICP
Advance, Community & Environmental Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/08/2005 02:56 PM -----

DEYSENROTH@aol.com

06/04/2005 07:17 PM

To: Angela_Reynolds@longbeach.gov
cc: a.verret@att.net
Subject: SeaPort Marina Project and EIR

Hi Angela,

I am sending this note to you on behalf of Alton Verret and myself. We live at:
8205 Marina Pacifica Drive N.
Long Beach, CA 90803

We were not able to attend the EIR meeting last week but, we would like to voice our concern over the project that is being researched for the SeaPort Marina Property. Our concerns stem from our review of the EIR and the intense density of the project that Lennar is proposing to build on this site. We are not in favor of having a project go into this land area that would be beyond what would be appropriate for the community. Currently, the SeaPort Marina is not a garden spot, but having a large developer come in and over develop the land this close to our residence would create tremendous problems for us, our neighbors, the local businesses and also Long Beach. The traffic in the local area is excessive at this time and before any corporation looks to develop a land area such as this the traffic needs to be considered and how it is going to be dealt with due to increased density in the area.

6/10/2005

Also, we do not see much in the way of benefits associated with a project as such, except for the corporation that will develop the property to reap the revenue off of selling the residential and commercial property. We believe that the strain on the local area for an already strained property area to include Long Beach government officials (fire, police, etc), the local utilities, and commercial businesses would not be beneficial at all. Without further understanding and getting Lennar to show the benefits that their project would bring to the local area and how they are going to deal with already strained infrastructure issues we are not in favor of this project going forward.

Please provide a return receipt of this email and that it will be considered.

We are looking forward to hearing from you.

Best Regards,

Kevin Deysenroth
Deysenroth@aol.com
(562) 596-6565 Phone
(562) 305-8385 Mobile

6/10/2005

Hansen, Deanna

From: Lisa_Apling@longbeach.gov
Sent: Wednesday, June 08, 2005 1:38 PM
To: Hansen, Deanna
Subject: Scoping Meeting

Lisa Apling-Roque
City of Long Beach
Advance Planning Secretary
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Ph: (562) 570-6354
Fax: (562) 570-6068

----- Forwarded by Lisa Apling/CH/CLB on 06/08/2005 01:37 PM -----

Angela Reynolds

06/08/2005 01:13 PM

To: Lisa Apling/CH/CLB@CLB
cc:
Subject: Scoping Meeting

This goes to ESA

Angela Reynolds, AICP
Advance, Community & Environmental Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/08/2005 01:13 PM -----

"Joe Sopo" <homes@joesopo.com>

05/26/2005 04:48 PM

To: "Umar M. & Catherine H. Siddiqi" <angela_reynolds@longbeach.gov>
cc:
Subject: Scoping Meeting

Dear Angela,

I appreciated the scoping meeting yesterday. Here are some of my concerns about the proposed project. With the addition of 425 units in an already traffic impacted area, negative impacts will be experienced on surface streets from downtown Long Beach on the west, to Studebaker Blvd and the 22 freeway on ramp on the east. This does not take into account additional automobile traffic created by the construction of new retail at the proposed project site.

No project should be built until the Studebaker on ramp and off ramp at the 22 Freeway is improved and built to handle the increased traffic.

I believe the proposed project at 2nd St. and PCH and the proposed Home Depot project should both be included in the same EIR. Both projects will impact the same community for virtually the same reasons.

Sincerely,
Joe Sopo

6/8/2005

Hansen, Deanna

From: Lisa_Apling@longbeach.gov
Sent: Wednesday, June 08, 2005 1:34 PM
To: Hansen, Deanna
Subject: RE: my comments on EIR Seaport Hotel site

FYI

Lisa Appling-Roque
City of Long Beach
Advance Planning Secretary
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Ph: (562) 570-6354
Fax: (562) 570-6068

----- Forwarded by Lisa Appling/CH/CLB on 06/08/2005 01:28 PM -----

Angela Reynolds

06/08/2005 01:11 PM

To: Lisa Appling/CH/CLB@CLB
cc:
bcc:
Subject: RE: my comments on EIR Seaport Hotel site

this is for ESA consulting

Angela Reynolds, AICP
Advance, Community & Environmental Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/08/2005 01:11 PM -----

"Lisa Williams" <Lisa.Williams@lsa-assoc.com>

05/26/2005 02:34 PM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: RE: my comments on EIR Seaport Hotel site

Angela,

I think you sent this to me by mistake.

From: Angela_Reynolds@longbeach.gov [mailto:Angela_Reynolds@longbeach.gov]
Sent: Thursday, May 26, 2005 12:51 PM
To: Lisa Williams
Subject: my comments on EIR Seaport Hotel site

Angela Reynolds, AICP
Advance, Community & Environmental Planning Officer

6/8/2005

City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 05/26/2005 12:50 PM -----

"JohnA" <johnaco@earthlink.net>

To: <angela_reynolds@longbeach.gov>

05/24/2005 09:07 PM

cc:

Subject: my comments on EIR Seaport Hotel site

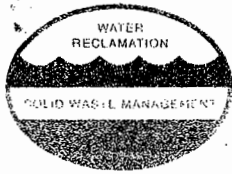
Hello, I live in College park Estates and have lived in Long Beach for the past 36 years.

I like the Idea of mixed use Residential and commercial on the Seaport/ marina site!!

Just make sure to have a nice looking project with good landscaping.

John Contreras
6312 Colorado st.

6/8/2005



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

June 2, 2005

File No: 03-00.04-00

Ms. Angela Reynolds
Environmental Planning Officer
Department of Planning and Building
City of Long Beach
333 West Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Dear Ms. Reynolds:

Seaport Marina Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on May 20, 2005. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

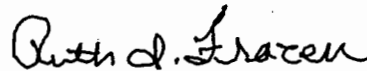
1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Marina Trunk Sewer, Section 4, located in the intersection of Marina Pacifica and Marina Drive. This 15-inch diameter trunk sewer has a design capacity of 1.4 million gallons per day (mgd) and conveyed a peak flow of 0.7 mgd when last measured in 2003.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 385 mgd and currently processes an average flow of 324.9 mgd.
3. The expected average wastewater flow from the project site is 138,125 gallons per day.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl



Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:rf

Enclosure

496983.1

**INFORMATION SHEET FOR APPLICANTS
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM**

THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

IV. WHAT FORMS ARE REQUIRED*?

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)
2. Application for Sewer Connection

3. Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)

*Additional forms are required for Industrial Dischargers.

V. WHAT DO I NEED TO FILE?

1. Completed Application Form
2. A complete set of architectural blueprints (not required for connecting one single family home)
3. Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
4. Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

VI. WHERE DO I SUBMIT THE FORMS?

Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County
Connection Fee Program, Room 130
1955 Workman Mill Road
Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?

Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee is satisfactory. Processing of large and/or complex projects may take longer.

VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?

An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted. Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

IX. HOW CAN I GET ADDITIONAL INFORMATION?

If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 699-7411, extension 2727.

X. WHAT ARE THE DISTRICTS' WORKING HOURS?

The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

May 25, 2005

Ms. Angela Reynolds, Environmental Planning Officer
City of Long Beach Department
of Planning & Building
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Dear Ms. Reynolds:

Notice of Preparation of a Draft Environmental Impact Report for Seaport Marina

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. It is recommended that lead agencies for projects generating or

attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/diesel_analysis.doc. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

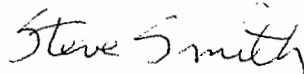
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC050519-02LI
Control Number



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

June 1, 2005

Angela Reynolds
City of Long Beach
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Subject: Sierra Hotel Project (Supplemental EIR-14-04)
SCH#: 2004111127

Dear Angela Reynolds:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. The review period closed on May 31, 2005, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004111127
Project Title Sierra Hotel Project (Supplemental EIR-14-04)
Lead Agency Long Beach, City of

Type SIR Supplemental EIR
Description Construction of a 7-story, 140-room hotel building on a vacant lot located on the east side of Cedar Avenue between Seaside Way and Bay Street as part of the Pike at Rainbow Harbor commercial complex. Parking will be provided by the existing multi-level parking structure located west of Cedar Avenue and south of Seaside Way.

Lead Agency Contact

Name Angela Reynolds
Agency City of Long Beach
Phone (562) 570-6357
email
Address 333 W. Ocean Boulevard, 7th Floor
City Long Beach **State** CA **Zip** 90802
Fax

Project Location

County Los Angeles
City Long Beach
Region
Cross Streets Bay Street / Cedar Avenue
Parcel No. 7278-010-920

Township	Range	Section	Base
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Proximity to:

Highways
Airports
Railways
Waterways Los Angeles River
Schools
Land Use Vacant
Z: PD-6, Subarea 5
GP: LUD #7 Mixed Use

Project Issues Aesthetic/Visual; Air Quality; Landuse; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Department of Health Services; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control

Date Received 04/14/2005 **Start of Review** 04/14/2005 **End of Review** 05/31/2005

Hansen, Deanna

From: Lisa_Apling@longbeach.gov
Sent: Tuesday, June 21, 2005 3:38 PM
To: Hansen, Deanna
Subject: Seaport Marina

Lisa Appling-Roque
City of Long Beach
Advance Planning Secretary
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Ph: (562) 570-6354
Fax: (562) 570-6068

----- Forwarded by Lisa Appling/CH/CLB on 06/21/2005 03:38 PM -----

Angela Reynolds

06/21/2005 03:37 PM

To: Lisa Appling/CH/CLB@CLB
cc:
Subject: Seaport Marina

Send to ESA

Angela Reynolds, AICP
Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/21/2005 03:37 PM -----

Scott Giles

06/20/2005 11:22 AM

To: Angela Reynolds/CH/CLB@CLB
cc:
Subject: Seaport Marina

Hi Angela,

Here are some of the answers to the questions ESA proposed to us. Let me know if you need anything else from Chief Teran or myself.

Scott Giles
Deputy Chief / Fire Marshal
Long Beach Fire Department
(562) 570-2579

6/29/2005



Long Beach Fire Department

MEMORANDUM

Date: June 8, 2005
To: Angela Reynolds
From: Scott Giles, Deputy Chief / Fire Marshal
Subject: Seaport Marina Village Project

1. The stations serving the proposed site, in order of response are:
 - Station 8, 5365 East 2nd Street
 - Station 14, 5200 Eliot Street
 - Station 22, 6340 Atherton Street
 - Station 4, 411 Loma Avenue
 - Station 17, 2241 Argonne Avenue (provides the first due truck company)
 - The first-due engine (Engine 8) currently arrives at scene in the vicinity of the proposed site w/i 4 minutes of dispatch
2. Additional stations or equipment is not anticipated
3. The anticipated fire flow requirement for this project is approximately 6500 gallons per minute. This requirement is approximate, as there was not enough information regarding the buildings to accurately determine the fire flow. The fire flow was determined by taking the overall commercial area of 170,000 and dividing by three, as it wasn't clear if all buildings were connected, and the map provided appeared to show three groups of buildings. The above fire flow requirement may be reduced up to 50% if fire sprinklers are installed, for an adjusted fire flow requirement of 3250 gallons per minute.
4. The project area is readily served by two stations (8 and 14). Station 8 houses a single engine company. Station 14 houses an engine company and a paramedic rescue ambulance. Truck company coverage is provided from Station 17 which is a distance from the project site.

All Fire Department engine and truck companies are staffed with four firefighters. Paramedic rescue staffing is two firefighter/paramedics.
5. The Fire Department provides BLS and ALS first-response and currently provides ALS transportation via Fire Department rescue ambulances. BLS transportation is provided by contract with a private company, however the department anticipates assuming these duties within the next few months.

June 29, 2005

Page 2

6. The nearest hospitals to the site are:

- Community Hospital of Long Beach
- Los Alamitos General Hospital
- St Mary Medical Center

7 & 8. Additional Fire Department requirements that may affect this project are:

Minimum 26-foot access road widths.

Minimum 28 foot inside turning radius on access roads.

125 psi required at the discharge of all Class 1 standpipe valves in buildings 4 or more stories, or where installed.

Residential fire sprinkler systems conforming to NFPA 13R will not be allowed in residential portions of buildings that are built on top of commercial retail, office, parking, etc spaces, these systems shall be commercial sprinkler systems conforming to NFPA 13.

Hansen, Deanna

From: Lisa_Apling@longbeach.gov
Sent: Tuesday, June 21, 2005 3:38 PM
To: Hansen, Deanna
Subject: Seaport Marina Hotel Development

Lisa Appling-Roque
City of Long Beach
Advance Planning Secretary
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Ph: (562) 570-6354
Fax: (562) 570-6068

----- Forwarded by Lisa Appling/CH/CLB on 06/21/2005 03:37 PM -----

Angela Reynolds

06/21/2005 03:36 PM

To: Lisa Appling/CH/CLB@CLB
cc:
Subject: Seaport Marina Hotel Development

ESA

Angela Reynolds, AICP
Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/21/2005 03:36 PM -----

"Pat Kutschbach" <PKutschbach@ppcla.com>

06/20/2005 09:23 AM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Seaport Marina Hotel Development

Angela:

I question if enough parking is available for 400+ residential units, plus the commercial usage, for the proposed Marina Seaport hotel development.

I live in the Marina Pacifica condo development (across the street from this proposed development). With 550 residential units in my condo, and knowing our parking requirements in my condo, I don't see how enough parking can be made available for the new development.

Patrick Kutschbach
Paramount Petroleum
14700 Downey Avenue
Paramount, CA. 90723-4526

6/29/2005

June 13, 2005

Angela Reynolds
Environmental Officer
City of Long Beach
Department of Planning and Building
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Re: Seaport Marina Project - Comments

Dear Angela:

I am a longtime resident of Long Beach and I am concerned about development in the south east area of Long Beach know as the South East Area Development and Improvement Plan (SEADIP), and the lack of adherence to standards provided in the SEADIP. The proposed Seaport Marina project, as noted in the NOP, as well as several other projects and undeveloped sites, are in this development area.

Traffic

Traffic is by far one of the biggest concerns as it relates to the current levels of development and any proposed future development in the SEADIP area. Spend time in this area of the city and you will quickly find that current levels of service provided by the present roadways are inadequate based on existing development levels. Any additional development without serious traffic mitigation measures would be very irresponsible and devastating to the area.

If you take a brief look at some of the most recent development activity in the SEADIP area you will see that these developments did very little, if any, in terms of mitigating traffic congestion. It is very clear that the following developments have already seriously contributed to our traffic problems that exist today. There are probably more that I have not considered:

- Wild Oats retail center
- Marina Pacifica shopping center re-development
- Spinnaker Bay area new housing
- In-N-Out Burger

With all of the potential new development prospects for the SEADIP area listed below, it is critical that all future development be planned in a comprehensive and well thought out manner:

- Home Depot retail center
- Marina Shores East
- Other open areas located in the SEADIP, prime for development

As in the past, it appears that each currently proposed development is again standing on its own, without consideration of the collective impact of all proposed and likely future developments. Based on this piecemeal development approach, it should be no surprise to anyone that the other development proposals will also not offer any meaningful mitigation to the existing or projected traffic congestion.

A current example of this piecemeal development strategy that is making its way through the process is the proposed Home Depot development. The EIR for the project states that there are "no feasible improvements that would mitigate this project's impact on this facility" referring to roads. Specifically it is referring to the ramps onto the 22, 405, and 605 freeways and the intersections of 7th Street and PCH, 2nd Street and PCH. Even though it states in the EIR that the traffic impact will be "significant and adverse" there is no substantive traffic congestion mitigation measures proposed for the project, and yet the project continues to move forward.

The south east portion of Long Beach, Seal Beach, and most other surrounding communities use the Studebaker onramp that feeds to the 22, 405, and 605 freeways. It is currently inadequate as a major artery to these communities. The City of Long Beach in coordination with Caltrans (State of California) and developers should bring this vital corridor, including the bridge over the Los Cerritos channel, up to service levels currently needed and will be crucial as these communities are completely developed. Until this happens, the areas mentioned cannot handle additional development.

The SEADIP document states the following:

"Besides constraints imposed by the nature environment, there are a number of planning constraints that must be addressed. Traffic considerations are prime among these. The highway-access advantages sited above also have the distinct disadvantages of forcing large volumes of traffic through the area primarily between Orange County residential communities and long Beach and educational centers. Traffic congestion thus imposes a constraint on development density."

Seaport Marina Density:

It is an opinion shared by many that the re-development of the old and tired Seaport Hotel will be a welcomed improvement to the area.

However, the density of this mixed use project, which includes 425 residential units, 170,000 feet of retail space and the 50 foot height of the project, is of grave concern. The housing units are very high density for an upscale area of the city. This proposed development represents about 30% of all housing units on the entire island of Naples just adjacent.

I believe the Marina Seaport development as proposed is out of character for the area and should be downscaled. Without significant mitigation to traffic congestion, this site would be over developed on its own merits. If you consider the totality of other proposed area developments and the general character of other existing area developments, 425 housing units, 170,000 feet of retail and 50 foot high buildings towering over Alamitos Bay is a completely unsuitable proposition.

If a properly scaled, mixed use project does come to fruition, and I hope it does, I think it would be paramount that this new development be connected with the Marketplace retail area by a pedestrian bridge similar to the bridge connecting South Coast Plaza with the Crystal Court in Orange County. This would minimize pedestrian traffic on the PCH and 2nd street intersection and create a retail destination area with a much enhanced profile. An architecturally attractive pedestrian bridge over PCH would draw in traffic on its own.

Compliance with SEADIP:

As a residential developer, I am pro-development, as long as it is conducted in a thoughtful and comprehensive manner complying with the current standards of the area.

Beginning on page 1 of the SEADIP Plan (PD-1) document, provisions applying to all areas included in the SEADIP are clearly spelled out. Paragraph A #4 includes the following:

"A minimum of thirty percent of the site shall be developed and maintained as usable open space (building footprint, streets, parking areas and sidewalks adjacent to streets shall not be considered open space. Bicycle and pedestrian trails not included within the public right-of-way may be considered usable open space.)"

From my review of the Seaport Marina site plan provided by Lennar Homes of California, and included as part of the NOP, it is apparent that the project as proposed and described is not in compliance with this provision of the SEADIP that requires 30% open space. In the Project Description section of the NOP it states that the buildings would have a maximum height of 50 feet. Paragraph A #5 of the SEADIP Plan (PD-1) document reads as follows:

"The maximum heights of building shall be 30 feet for residential uses and 35 feet for non-residential used unless otherwise provided herein."

I could not find anywhere in the SEADIP Plan (PD1) document where it allowed for building heights in excess of 35 feet. It seems that the project as proposed and described in the NOP is not in compliance with this provision of the SEADIP.

There is another development document called the Local Coastal Plan (LCP) excerpt SEADIP that has relevance to all development in the SEADIP area. This document summarizes as follows:

"The South East Area Development and Improvement Plan embraces the last large area of the City of Long Beach that is not fully yet developed. Some of the choicest sites have already been developed, but without the development of the overall plan for the entire 1,500 acre section. It is the purpose of this document to present an integrated specific plan for the continuing development of this important area of the city."

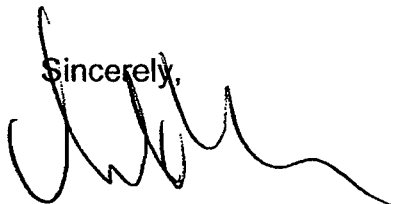
It goes on to say:

"Development of the subject area must be comprehensive and integrated, with a balance sought between the issues of land use, density, traffic, environmental issues, and fiscal impacts."

Continued piecemeal development and single project approval by the City of Long Beach, without requiring developers to improve roads and other infrastructure to service higher density development, is irresponsible and not consistent with the SEADIP plan that was forged many years ago. The City of Long Beach needs to halt all currently proposed and future development in the SEADIP area until they can adhere to the more comprehensive and integrated approach to east Long Beach development as required by the SEADIP master plan.

If the City of Long Beach does not take a broad perspective of the total area development and the related infrastructure improvements that are required, one day we will wake up with hundreds, if not thousands of additional housing units, and hundreds of thousands of added retail space without any traffic mitigation paid for by the very developers that will profit from our community development. The citizens, and the City of Long Beach will be left with the problems, and the developers and their profits will be nowhere to be found.

Sincerely,



Loren L. Miller

cc: Naples Improvement Association (NIA)
Save Our Bay
Frank Colonna

We the undersigned residents of College Park West, do hereby oppose the City of Long Beach's current plans for the Home Depot on Studebaker Road and the Seaport Marina Condos and Retail Center at P.C.H. and 2nd Street.

Print Name	Address	Signature
Blake MacIntosh	188 Stanford Lane	Blake MacIntosh
Jim Lawrence	101 Harvard Ln	Jim Lawrence
Nancy Ronzello	204 Stanford Lane	Nancy Ronzello
BRENDA BURCH	213 HARVARD LANE	Brenda Burch
Randall Burch	293 Harvard Lane	Randall Burch
John L. Burch	244 Colver Park Dr.	John L. Burch
MARK RISINEER	249 HARVARD LN.	Mark Risineer
SUSAN M. ROE	117 HARVARD LN.	Susan M. Roe
Fred S. Ku	160 HARVARD LN.	Fred S. Ku
JoAnn Wall	136 Yale Lane	JoAnn Wall
LARRY WALL	136 YALE LN.	Larry Wall
VIRGIE MCGOLDEN	100 LOYOLA PLAZA	Virgie McGolden
WALLY MCGOLDEN	100 LOYOLA PLAZA	Wally McGolden
ROLAND MUELLER	201 HARVARD	Roland Mueller
Arthur R. Brown	296 College Park Dr.	Arthur R. Brown
ELEANOR BARR	224 Stanford Lane	Eleanor Barr
KEN SEIFF	121 YALE LANE	Kenneth H. Seiff
George Hurley	104 Harvard Lane	George Hurley
Kristi Hurley	104 Harvard Ln.	Kristi Hurley
Dawn Reiser-Lucero	265 Harvard Ln	Dawn Reiser-Lucero
LINCOLN LUCERO	265 HARVARD LN	Lincoln Lucero
LINDA LEE VIETH	277 HARVARD LANE	Linda Lee Vieth
SHARON CHAPMAN	277 HARVARD LN	Sharon Chapman
JANICE STORER	137 STANFORD	Janice Storer
ARETTA HUBER	313 HARVARD LN	Aretta M. Huber
FLORIAN HUBER	313 HARVARD LN	Florian Huber
Dorothy RITTER	140 HARVARD LN	Dorothy Ritter
Shannon McCone	225 College Park Dr.	Shannon McCone
JOE JANECHIK	217 College Park Dr.	Joe Janichik
GERALD GRANDT	400 Purdue Cir	Gerald Grandt

Total of 30 signatures on each page.

We the undersigned residents of College Park West, do hereby oppose the City of Long Beach's current plans for the Home Depot on Studebaker Road and the Seaport Marina Condos and Retail Center at P.C.H. and 2nd Street.

Print Name	Address	Signature
LORRAINE ARROYO	248 COLLEGE PK. DR.	Lorraine Arroyo
RON ARROYO	248 college pk. dr.	Ron Arroyo
STEVEN CHATTER	217 HARVARD Lane S.B.	Steven Chatter
Claudia Dodson	144 Stanford Lane S.B.	Claudia Dodson
Marcy Sudock	404 PONDUE GR. S.B.	Marcy Sudock
* Nancy Brunocore	168 Yale Ln.	N. G. Brunocore
Patricia Lee Crane	165 Stanford Ln.	Patricia Lee Crane
Randy Palm	308 College Park Dr.	Randy Palm
CAROL FRASER	104 Dartmouth Cir S.B.	Carol Fraser
William Fraser	104 Dartmouth Cir S.B.	William Fraser
Frances D. Reince	116 Loyola Plaza S.B.	Frances Reince
Robert J. Reince	116 Loyola Plaza S.B.	Robert Reince
Janet L. Ince	105 Harvard Ln	Janet L. Ince
CHARLES K. ANDERSON	232 COLLEGE PARK DR S.B.	Ch. K. Anderson
Eileen Anderson	232 College Park Dr. S.B.	Eileen Anderson
Ralph A. Cohen	117 Stanford Ln SB	Ralph A. Cohen
Mari Cobb	232 Harvard Ln SB	Mari Cobb
Bethany Remland	125 Harvard Ln SB	Bethany Remland
Joan M. Roberts	333 Harvard Ln SB	Joan M. Roberts
Margie Montoya	149 HARVARD LN SB	MARGIE MONTOYA
JOHN T. MONTOYA	149 HARVARD LN SB	John T. Montoya
William G. Alberth	173 Yale Lane S.B.	William G. Alberth
Helen I. Alberth	173 Yale Lane S.B.	Helen I. Alberth
* Judy A. Murphy	309 Harvard	Judy A. Murphy
Heather Wirth	1168 Harvard Lane Seal Beach, CA	Heather Wirth
Peter & Helen Tarnaud	136 STANFORD LANE SEAL BEACH, CA	Peter & Helen Tarnaud
Tina Casey	152 Stanford Ln SB	Tina Casey
Eric Schlute	100 Harvard Ln S.B.	Eric Schlute
Janet Whitcomb	234 College Park Dr. S.B.	Janet Whitcomb
John Whitcomb	236 COLLEGE PARK DR	John Whitcomb

Total of 30 signatures on each page.

We the undersigned residents of College Park West, do hereby oppose the City of Long Beach's current plans for the Home Depot on Studebaker Road and the Seaport Marina Condos and Retail Center at P.C.H. and 2nd Street.

Print Name	Address	Signature
SHARON BIARD	244 COLLEGE PARK DR.	Sharon Biard
MARK SUDOPK	404 PURDUE CIR.	Mark Sudopk
Darlene Peasley	120 College PK Dr.	Darlene Peasley
GLEN A. PENSLEY	120 COLLEGE PK DR.	Glen A. Pensley
SANDRA Guegel	148 College PK Dr.	Sandra Guegel
SANDRA SEEGREN	185 Stanford Ln	Sandra Seegren
CRAIG G. KIMBALL	169 YALE LN	Craig G. Kimball
Karen A. Kimball	169 Yale Ln.	Karen A. Kimball
SANDRA J. GUSHUE	173 COLLEGE pk	Sandra J. Gushue
JEAN V. STONE	164 YALE LN.	Jean V. Stone
CARL E. STONE	164 YALE LANE	Carl E. Stone
Melvin W. Wong	105 Princeton Cir	Melvin W. Wong
Virginia CASTELLANA	112 HARVARD Ln	Virginia Castellana
Maeh Jones	192 Yale Lane	Maeh Jones
Dyana Jones	192 Yale Lane	Dyana Jones
Tom Crowley	137 Harvard Lane	Tom Crowley
Ann Crowley	137 Harvard Lane	Ann Crowley
Alex Polone	225 Stanford Ln	Alex Polone
JOHN HAVOL	161 HARVARD LN	John Havol
KAREN BREUL	205 Harvard Ln.	Karen A. Breul
DON Black	309 Harvard Ln	Don Black
BRIAN BENNETT	287 COLLEGE PK DR.	Brian Bennett
ERIK DREYER-GOLDMAN	309 YALE CIRCLE	Erik Dreyer-Goldman
MICHAEL Johnson	229 Stanford Ln	Michael Johnson
GORDON LOGA	308 HARVARD LN	Gordon Loga
SHIRLEY LOGAN	308 HARVARD LN.	Shirley Logan
JERRY D. TRENT	213 HARVARD LN.	Jerry D. Trent
Nancy TRENT	213 Harvard Ln	Nancy Trent
TED HOLST	225 HARVARD LN	Ted Holst
KATHERINE HOLST	225 HARVARD LN	Katherine Holst

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Print Name	Address	Signature
Danielle DeVries	228 C.P.D. S.B.	D. DeVries
Dave DeVries	228 College Park Dr. SB	Dave DeVries
FRANK MAULIFFE	197 Harvard Lane	Frank McAuliffe
Janice N. McAuliffe	197 Harvard Lane	Janice N. McAuliffe
Ivyl Jacobson	273 Harvard Lane	Ivyl Jacobson
Lawrence J. Kidd	125 Yale Lane	Seal Beach
SHARON K. LARSON	217 STANFORD LANE	Sharon K. Larson
Iva A. Sloan	209 College PK Dr	Iva A. Sloan
Allison Zunino	229 College Park Dr.	Allison Zunino
Margerie West	309 College Park Dr	Margerie West
Carole Pacheco	177 Yale Lane	Carole D. Pacheco
Greg Turner	155 Yale Lane	Greg Turner
Sandra Walsh	109 Stanford Lane	Sandra Walsh
Debbie Charland	181 Stanford Lane	Debbie Charland
Mike Luebke	181 Stanford Lane	Mike Luebke
PATRICIA DELLINGER	185 HARVARD LANE	Patricia A. Dellinger
Robert McCone	225 College Park Dr. SB	Robert McCone
DAVID BERNSTEIN	176 Stanford Ln S.B.	David Bernstein
NESSA BERNSTEIN	176 STANFORD LANE	Nessa B. Bernstein
Audrey Donnell	184 College PK Dr S.B.	Audrey R. Donnell
Richard Donnell	184 College PK Dr S.B.	Richard Donnell
Janette Callaway	208 Stanford Lane	Seal Beach
Rygon Callaway	208 STANFORD LANE	Seal Beach
Christin Hunsen	208 College PK DR	Seal Beach CA
Dennis Charbon	208 College PK Dr	Seal Beach CA
David Gray	176 College PK Dr	Seal Beach
Anthony Bongello	204 STANFORD LN	SEAL BEACH CA 90740
Emily Polone	225 Stanford Ln	Emily Polone
Lisa Chatter	217 Harvard Ln	Lisa Chatter
Catherine Bennett	287 College Park Dr.	C. Bennett

Total of 30 signatures on each page.

Christine L. Carreon

We the undersigned residents of College Park West, do hereby oppose the City of Long Beach's current plans for the Home Depot on Studebaker Road and the Seaport Marina Condos and Retail Center at P.C.H. and 2nd Street.

Print Name

Address

Signature

Kari Dreyer Goldman	309 Yale Circle	[Signature]
LEENNA AGA-MARSH	185 Yale Lane	[Signature]
Allene Harding	185 Yale Lane	Allene Harding
HENRY A. HARDING	185 YALE LANE	Henry A. Harding
DAVID W. SLOAN	209 College Park Drive	David Sloan
HANS KOLSTER	213 College Park Dr	Hans Kolster
MARIA BYERLY	181 Harvard Ln.	Maria Byerly
Debbie Hoy	152 College Pl Dr	Debbie Hoy
William Hoy		William Hoy
Denise Stovall	272 College Park Dr	Denise Stovall
Kathrine A. Lingle	308 Yale Cir.	Kathrine A. Lingle
Candice Gomez	128 Stanford Lane	Candice Gomez
Bill Gorrez	128 Stanford Lane	Bill Gorrez
James B. Lingle	308 Yale Cir	James B. Lingle
Michael Stovall	272 College Park Dr	Michael Stovall
Lisa McInerney	133 Stanford Lane	Lisa McInerney
James McInerney	133 Stanford Lane	James McInerney
Susie Lalo	228 Harvard Ln	Susie Lalo
Bob Lalo	228 Harvard Ln	Bob Lalo
Dylan Lalo	228 Harvard Ln	Dylan Lalo
Nicole Sickel	288 College Park Dr	Nicole Sickel
Ron Sickel	288 College Park Dr.	Ron Sickel
Bob Ku	160 HARVARD LN.	Bob Ku
LINDA HABERMehl	201 Stanford Ln.	Linda Habermehl
James Carney	201 Stanford Ln	James Carney
R. Worley	109 HARVARD LN	R. L. Worley
M. Worley	109 Harvard Ln.	M. Y. Worley
Kevin Roe	117 HARVARD LN.	Kevin Roe
MARILYN BARRETT	305 Yale Circle	Marilyn Barrett
WILLIAM C. BARRETT	305 YALE CIRCLE	William C. Barrett

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Print Name

Address

Signature

WILLIAM H. JACOBSON	213 HARVARD LN.	William H. Jacobson
WALTER L. CRAMMER	164 HARVARD LN.	Walter L. Crammer
H. JENNIFER FLYNN	164 HARVARD LANE	Jennifer Flynn
LINDA MORROW	148 STANFORD	Linda Morrow
KEVIN KROPF	145 YALE LANE	Kevin Kropf
Fahed Batshon	233 Stanford Lane	Fahed Batshon
Dan Buschelman	312 Harvard Lane	Dan Buschelman
TONYA CHAKOS	409 Purdue Cir	Tonya Chakos
William Chakos	409 Purdue Cir.	William Chakos
Claudeen Kolster	213 COLLEGE PK DR	Seal Beach 90740
SHARON MOORE	192 COLLEGE PK DR	SEAL BEACH 90740
THOMAS MOORE	192 COLLEGE PK DR	SEAL BEACH 90740
Jenny THURNBURG	329 HARVARD LN	S.B. 90740
JOHN THURNBURG	329 HARVARD LN	S.B. 90740
THEO E DALGHEISH	181 PARTMOUTH CR	S.B. Theo E Dalgheish
KATHERINE GILCHRIST	109 LOYOLA PLAZA	S.B. Katherine Gilchrist
FERN INCE	105 HARVARD L.	Fern Ince
Eldean Hemmings	101 Yale Ln.	Eldean Hemmings
KRISTY MURPHY	160 Stanford Ln.	Kristy Murphy
Misty Dunphy	168 Stanford Lane, SB 90740	Misty Dunphy
DOREEN K. ROBINSON	112 LOYOLA PLAZA	SB 90740 DK Robinson
GORDON E. ROBINSON	" "	G.E. Robinson
Kenny Cross	112 College Park Drive	Kenny Cross
TAMMY OLCOMENDY	100 Yale Lane	Tammy Olcomendy
Steve Olcomendy	100 Yale Ln.	Steve Olcomendy
Pam Mabry	145 College Park Dr.	Pam Mabry
Sheryl Wood	177 Harvard Lane	Sheryl Wood
Paul Cobb	232 Harvard Ln. SB.	Paul Cobb
Mike Remland	125 Harvard Ln SB.	Mike Remland
Carlier Lauer	333 Harvard Ln SB	Carlier Lauer

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Print Name	Address	Signature
Karen Sehluntz	100 Harvard Lane SB	Karen Sehluntz
John Luther	108 Dartmouth Cir SB	John Luther, Jr
Launda Luther	108 Dartmouth Cir SB	Launda Luther
Bob Wigod	173 Stanford Ln SB	Robert S. Wigod
Kelly Wigod	173 Stanford Ln SB	K.S.Wigod
Joseph H. Gough	108 Princeton Cir. SB	Joseph H. Gough
GRACE H. GOUGH	108 Princeton Cir.	Grace H. Gough
Soo-Jan Wong	105 Princeton Circle SB.	Soo-Jan Wong
Joanne Batshon	233 Stanford Lane S.B. CA	Joanne Batshon
ELINOR MACKNICKI	180 College Park Dr. S.B. CA	Elinor Macknicki
MARVIN SCOPER	137 STANFORD LN SB. CA	Marvin Scoper
Loe Hoover	112 Stanford Lane SB CA	Loe Hoover
Harvey W. Hoover	112 STANFORD LN. SB CA	Harvey W. Hoover
LAURA FRENCH	145 HARVARD W. SB CA	Laura French
Valeria L. Laureta	181 College Park Dr.	Valeria Laureta
F. Mary McAniff	197 Harvard Lane	F. Mary McAniff
Margo Batshon	233 Stanford Ln	Margo Batshon
Diane Wong	105 Princeton Circle, SB	Diane K. Wong
Juliette Brewer	304 Yale Circle SB.	Juliette Brewer
Chuck Wood	177 Harvard Lane SB	Chuck Wood
Susan Miller	140 Stanford Lane SB.	Susan Miller
JACKSON MILLER	140 STANFORD LANE	Jackson Miller
Lisa Lawrence	101 Harvard Lane	Lisa Lawrence

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Print Name

Address

Signature

Jacquelyn Grandt *4400 Purdue Circle* *Jacquelyn Grandt*

Total of 30 signatures on each page.

Hansen, Deanna

From: Lisa_Apling@longbeach.gov
Sent: Friday, June 10, 2005 10:31 AM
To: Hansen, Deanna
Subject: EIR reporet re Seaport Marina Hotel Site

Lisa Appling-Roque
City of Long Beach
Advance Planning Secretary
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Ph: (562) 570-6354
Fax: (562) 570-6068

----- Forwarded by Lisa Appling/CH/CLB on 06/10/2005 10:30 AM -----

Angela Reynolds

06/08/2005 02:41 PM

To: Lisa Appling/CH/CLB@CLB
cc:
Subject: EIR reporet re Seaport Marina Hotel Site

ESA

Angela Reynolds, AICP
Advance, Community & Environmental Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/08/2005 02:41 PM -----

Aawok@cs.com

06/03/2005 12:40 PM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: EIR reporet re Seaport Marina Hotel Site

Ms Reynolds:

I am a long time LB resident living near Studebaker and Anaheim Street.

It would seem obvious that the EIR report should include a study of the 'Studebaker extension' to alleviate traffic problems at PCH & 2nd street when the project is completed.

In fact, it would help alleviate traffic in the area of the tank farm where a major home supply outlet is planned.

The present pattern of traffic at Studebaker and 2nd street is not good. The extension of Studebaker east of the Market Place connecting with an interchange at PCH seems the best of options whether or not the home supply outlet-the Seaport residential development and the present traffic without either=the best option is to complete the Studebaker Extension- as originally planned years ago. Wetlands vs people. I vote for people !

A.A. Wright
833 Roxanne Avenue
Long Beach, 90815

6/10/2005

Hansen, Deanna

From: Lisa_Apling@longbeach.gov
Sent: Friday, June 10, 2005 10:30 AM
To: Hansen, Deanna
Subject: SeaPort Marina Project and EIR

Lisa Appling-Roque
City of Long Beach
Advance Planning Secretary
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Ph: (562) 570-6354
Fax: (562) 570-6068

----- Forwarded by Lisa Appling/CH/CLB on 06/10/2005 10:30 AM -----

Angela Reynolds

06/08/2005 02:56 PM

To: Lisa Appling/CH/CLB@CLB
cc:
Subject: SeaPort Marina Project and EIR

ESA

Angela Reynolds, AICP
Advance, Community & Environmental Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/08/2005 02:56 PM -----

DEYSENROTH@aol.com

06/04/2005 07:17 PM

To: Angela_Reynolds@longbeach.gov
cc: a.verret@att.net
Subject: SeaPort Marina Project and EIR

Hi Angela,

I am sending this note to you on behalf of Alton Verret and myself. We live at:
8205 Marina Pacifica Drive N.
Long Beach, CA 90803

We were not able to attend the EIR meeting last week but, we would like to voice our concern over the project that is being researched for the SeaPort Marina Property. Our concerns stem from our review of the EIR and the intense density of the project that Lennar is proposing to build on this site. We are not in favor of having a project go into this land area that would be beyond what would be appropriate for the community. Currently, the SeaPort Marina is not a garden spot, but having a large developer come in and over develop the land this close to our residence would create tremendous problems for us, our neighbors, the local businesses and also Long Beach.

The traffic in the local area is excessive at this time and before any corporation looks to develop a land area such as this the traffic needs to be considered and how it is going to be dealt with due to increased density in the area.

6/10/2005

Also, we do not see much in the way of benefits associated with a project as such, except for the corporation that will develop the property to reap the revenue off of selling the residential and commercial property. We believe that the strain on the local area for an already strained property area to include Long Beach government officials (fire, police, etc), the local utilities, and commercial businesses would not be beneficial at all. Without further understanding and getting Lennar to show the benefits that their project would bring to the local area and how they are going to deal with already strained infrastructure issues we are not in favor of this project going forward.

Please provide a return receipt of this email and that it will be considered.

We are looking forward to hearing from you.

Best Regards,

Kevin Deysenroth
Deysenroth@aol.com
(562) 596-6565 Phone
(562) 305-8385 Mobile

6/10/2005

Hansen, Deanna

From: Lisa_Apling@longbeach.gov
Sent: Wednesday, June 08, 2005 1:34 PM
To: Hansen, Deanna
Subject: RE: my comments on EIR Seaport Hotel site

FYI

Lisa Apling-Roque
City of Long Beach
Advance Planning Secretary
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Ph: (562) 570-6354
Fax: (562) 570-6068

----- Forwarded by Lisa Apling/CH/CLB on 06/08/2005 01:28 PM -----

Angela Reynolds

06/08/2005 01:11 PM

To: Lisa Apling/CH/CLB@CLB
cc:
bcc:
Subject: RE: my comments on EIR Seaport Hotel site

this is for ESA consulting

Angela Reynolds, AICP
Advance, Community & Environmental Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/08/2005 01:11 PM -----

"Lisa Williams" <Lisa.Williams@lsa-assoc.com>

05/26/2005 02:34 PM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: RE: my comments on EIR Seaport Hotel site

Angela,
I think you sent this to me by mistake.

From: Angela_Reynolds@longbeach.gov [mailto:Angela_Reynolds@longbeach.gov]
Sent: Thursday, May 26, 2005 12:51 PM
To: Lisa Williams
Subject: my comments on EIR Seaport Hotel site

Angela Reynolds, AICP
Advance, Community & Environmental Planning Officer

6/8/2005

City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 05/26/2005 12:50 PM -----

"JohnA" <johnaco@earthlink.net>

To: <angela_reynolds@longbeach.gov>

cc:

Subject: my comments on EIR Seaport Hotel site

05/24/2005 09:07 PM

Hello, I live in College park Estates and have lived in Long Beach for the past 36 years.

I like the Idea of mixed use Residential and commercial on the Seaport/ marina site!!

Just make sure to have a nice looking project with good landscaping.

John Contreras
6312 Colorado st.

6/8/2005

Hansen, Deanna

From: Lisa_Apling@longbeach.gov
Sent: Wednesday, June 08, 2005 1:38 PM
To: Hansen, Deanna
Subject: Scoping Meeting

Lisa Apling-Roque
City of Long Beach
Advance Planning Secretary
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Ph: (562) 570-6354
Fax: (562) 570-6068

----- Forwarded by Lisa Apling/CH/CLB on 06/08/2005 01:37 PM -----

Angela Reynolds

To: Lisa Apling/CH/CLB@CLB

cc:

Subject: Scoping Meeting

06/08/2005 01:13 PM

This goes to ESA

Angela Reynolds, AICP
Advance, Community & Environmental Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/08/2005 01:13 PM -----

"Joe Sopo" <homes@joesopo.com>

To: "Umar M. & Catherine H. Siddiqi" <angela_reynolds@longbeach.gov>

cc:

Subject: Scoping Meeting

05/26/2005 04:48 PM

Dear Angela,

I appreciated the scoping meeting yesterday. Here are some of my concerns about the proposed project. With the addition of 425 units in an already traffic impacted area, negative impacts will be experienced on surface streets from downtown Long Beach on the west, to Studebaker Blvd and the 22 freeway on ramp on the east. This does not take into account additional automobile traffic created by the construction of new retail at the proposed project site.

No project should be built until the Studebaker on ramp and off ramp at the 22 Freeway is improved and built to handle the increased traffic.

I believe the proposed project at 2nd St. and PCH and the proposed Home Depot project should both be included in the same EIR. Both projects will impact the same community for virtually the same reasons.

Sincerely,
Joe Sopo

6/8/2005

Scoping Meeting Notes



Seaport Marina Scoping Meeting

May 25, 2005

6:30 PM

PROJECT SPECIFIC COMMENTS/QUESTIONS

Comment: What about water table? *Building parking structure will be constructed like a boat and heavy de-watering will be completed for the site.*

Comment: How many stories is 50 feet? *Four stories.*

Comment: What is the make up of the residential units? *Combination of lofts flats and town homes – not fully defined.*

Comment: How many scoping meetings? Not one on the weekend? *One (today's)– none are required by CEQA.*

Comment: Parking requirement? *Project will meet City code requirements.*

Comment: Surprised about mixture of residential and commercial due to heavy commercial in the area? *Site is in the SEADIP zoning with underlying zoning commercial.*

Comment: Where does Coastal Commission fit into the approval? *Would go through the City process and then would go through the coastal Commission process*

Comment: How long does the process take? *End of this year beginning of 2006 to go through the City process*

Comment: How long will construction take? *22 to 24 months (Summer 2009)*

Comment: What is the zone change? *To allow commercial.*

Comment: What type of commercial will be included? Any department store? *Upscale retail (Crate and Barrel, Tommy Bahama) – no department store.*

Comment: Any hotel? *No.*

Comment: Is there any other project proposed for the project? *None.*

Comment: Price points for residential? *Mid to high \$500K.*

Comment: Is there anything to do with the Studebaker extension? *Not part of project.*

Seaport Marina Scoping Meeting

May 25, 2005

6:30 PM

ENVIRONMENTAL COMMENTS/QUESTIONS

Aesthetics

Comment: Construction fence? To block site during construction activities. *Yes, will include as mitigation.*

Comment: Four stories throughout the whole project? *No – will be varied.*

Comment: Has Lennar built any other projects that are similar? Website? *Yes to similar projects, not sure about website.*

Comment: What architectural theme is planned? *Description will be included in the EIR.*

Agriculture

NA

Air Quality

Comment: Particulate matter from construction equipment? Control of emissions, particulates, need for BMPs. *Will be discussed in EIR.*

Cultural Resources

Comment: In the event human bones were found, what happens? *Contractor has to stop work and coroner's office is notified and determines whether it is human origin – if human then contact Native American organizations to contact local interest, and jointly determine with coroner if it is a burial ground. Will be discussed in EIR.*

Geology/Soils

Comment: Proximity to faults? *Will be discussed in the EIR.*

Hazardous Materials

Comment: Identification of hazardous materials in Phase I. *Will be discussed in the EIR.*

Hydrology

Comment: Was this area in a flood zone before the raising of the LA and San Gabriel Rivers? Now? *Will be discussed in the EIR.*

Comment: Percolation? *Depends on impervious surface and meet NPDES requirements. Will be discussed in the EIR.*

Land Use

Comment: Density – how does that compare to surrounding areas (Marina Pacifica)? *Will be discussed in the EIR.*

Seaport Marina Scoping Meeting

May 25, 2005

6:30 PM

NPDES

See hydrology.

Noise

Comment: Concerns regarding construction and operational noise. *Will be discussed in the EIR.*

Comment: Currently there are trucks that use Loynes Drive – although there are signs that limit? Concern regarding construction trucks using that route. *Will be discussed in the EIR.*

Comment: Air traffic patterns – related to law enforcement helicopters, will they increase? *Will be discussed in the EIR.*

Population/Housing

See land use.

Public Services

Will be discussed in the EIR.

Recreation

Comment: Will recreation uses be provided on the site? *Will be discussed in the EIR.*

Transportation

Comment: How many cars will be on the road? *Will be discussed in the EIR.*

Comment: What is the difference compared to traffic impact of commercial and residential? *Will be discussed in the EIR.*

Comment: Intersection at 2nd and PCH – gridlock – LOS F? How can it be improved? *Will be discussed in the EIR.*

Comment: Traffic – will the project analysis look beyond the 2nd and PCH intersection – looks the regional area. For the corridor? Ocean Boulevard to 2nd and surrounding residential neighborhoods? *Will be discussed in the EIR.*

Comment: Is it true that PCH is controlled by state? How is that figured into mitigation for the project? *Will be discussed in the EIR.*

Comment: One of the problems is pedestrians and slowing down traffic? Mitigating pedestrian traffic with pedestrian bridges? *Will be discussed in the EIR.*

Comment: PCH/2nd – busiest intersection in Long Beach? *In CIP to be worked on and improvements will be discussed in the EIR.*

Seaport Marina Scoping Meeting

May 25, 2005

6:30 PM

Comment: Emergency access – due to traffic (especially from Naples? *Will be discussed in the EIR.*

Comment: Alameda Street and going east to 7th street during peak times? Any plans to enlarge on-ramp – Caltrans controlled facility and no plans to re-configure. How does the City influence Caltrans to mitigate impacts to their intersections? *Will be discussed in the EIR.*

Comment: The proposed Home Depot project must be included in the traffic study. *Analysis will discuss all related projects.*

Comment: Plans for area across PCH – Christmas tree lot in the winter? How can PCH handle another retail use in the area? *Will be discussed in the EIR.*

Utilities

Comment: Given the tentative nature of the electrical power grid in southern California, perhaps you would consider some solar power generating component in your development. I believe it would be a strong selling point. *Will be discussed in the EIR.*